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AND China Overland Trade Report.

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BIRTH.

At Foochow, on the 20th inst., the wife of E. J. Moss, of a daughter. [1727]

MARRIAGE.

On the 19th July, at the British Consulate, Hankow, and afterwards at St. John the Evangelist's Church by the Rev. S. C. Partridge, B.A., HENRY, eldest son of the late H. R. WHISTLER, of Forest House, Knowsley, Lancashire, to EMMA AUGUSTA, eldest daughter of W. C. HOWARD, I. M. Customs.

DEATHS.

On the 21st July, at No. 12, St. Francis Street, WALTER WILLIAM, only son of JOHN THOMAS COTTON, age 13 months, from brain fever. Deeply regretted. [1894]

At Shanghai, on the 14th July, 1897, H. C. MILLER, a citizen of the U.S.A., late with S. Hankin & Co., aged 32 years.

On the 14th July, 1897, at 14, Boone Road, Shanghai, after a long and painful illness, LUCY LEE, the beloved wife of I. W. ALLEN, aged 59 years.

On the 14th July, at his residence, Foochow, JOHN ODELL, aged 61 years.

At Bangkok, on the 14th July, of heart disease, Mrs. BAIRD, wife of D. Baird, engineer, Messrs. Windor and Co.'s rice mill.

At Rathuri, Siam, on the 15th July, Rev. J. F. LYMAN, of the American Presbyterian Mission, aged 30 years.

ARRIVALS OF MAILS.

The English mail of the 25th June arrived, per P. & O. steamer *Kaiser-i-Hind*, on the 24th July (29 days); the American mail of the 26th June arrived, per P. M. steamer *City of Rio de Janeiro*, on the 27th July (31 days); and the German mail of the 28th June arrived, per N. D. L. steamer *Bayern*, on the 27th July (29 days).

EPITOME OF THE WEEK.

The liquidator of the New Oriental Bank Corporation, Limited, advertises a sixth and final dividend of about 1s. 2½d. in the pound.

H. E. Kung, the late Chinese Minister to London, who has been lying ill at Shanghai since his return, died at that port on the 19th July.

A telegram was received at Shanghai on the 21st July from New York confirming the report that there will be no duty on tea.—*N. C. Daily News*.

The China Navigation Company have ordered six more steamers for their coasting trade, and these vessels should commence to arrive here about the end of the year. The vessels are of the *Foochow*, *Tientsin*, and *Pakhoi* class.—*Union*.

Navigating Lieutenant Heygate, of H.M.S. *Algerine*, fatally shot himself, on the 19th July, on board his ship at Shanghai. At the inquest the verdict returned was that there was no evidence to show whether the wound was inflicted by accident or design.

According to a Tokyo press despatch of the 16th July it is reported that next year's Budget will show a deficit of 25 million yen, even though the fullest economy is observed. The deficit is chiefly due to the extraordinary expenditure sanctioned by the Diet.

The Shanghai *Shenpao* contains a letter from its Foochow correspondent who reports that the bubonic plague in the native city and suburbs is most serious and that people are dying very rapidly. The centre of the plague is in the vicinity of the Tartar Guild house.

The Yungting river, above Tientsin, has, we learn from the *N. C. Daily News*, again overflowed its banks and news has been received that sixty-five villages belonging to the districts of Wutsing and Tientsin have been inundated and all prospects of securing the ripening crops destroyed.

There is general regret at Shanghai, the *N. C. Daily News* says, at the news that Mr. H. F. Brady is transferred to Samshui on the West River, to which new port he goes as Consul. Mr. Hosie goes to Wuchow on the same river. Mr. Pitzipios returns from Chinkiang to Shanghai.

A tax on matches has been imposed in Tonkin. Each box is to bear a one-cent stamp. As the price of a packet of ten boxes is only five or six cents, this means a tax of two hundred per cent. The *Courrier d'Haiphong* is indignant at this new impost, which it predicts will lead to such a great economy in the use of matches that several of the local factories will have to close.

It is probable a Commission will be appointed this year to delimitate the Burmo-Chinese frontier in accordance with the terms of the modified Convention. The task will be a very heavy one and will most probably occupy several seasons. Many of our officers have an intimate acquaintance with this extended frontier, but it is unlikely the Chinese officials know very much about it.—*Rangoon Gazette*.

Up to the 14th July the number of bodies that had been recovered at Libog of victims of the Mayon eruption was 209. Of the 58 injured persons who were rescued alive fourteen have since died.

A dispatch from Paris is reported to have been received by the Japanese Government on the 17th July to the effect that the session of the French Chambers has been closed without the new Treaty with Japan being brought forward for debate. This means that the consideration of the Treaty is perforce postponed to next session.

It is reported from Peking, the *N. C. Daily News* says, that one of the clauses of the Russo-Chinese Railway Convention is the making of the country through which the line will pass in Manchuria a regular concession to Russia, inasmuch as mixed courts will be instituted at every large railway station, and the policing of the country, within certain limits, left entirely to the Russians and from which the Chinese authorities will be excluded.

Many foreigners, especially the survivors of the ill-fated P. and O. steamer *Bokhara*, who experienced his kind hospitality and care, will be sorry to hear of the sudden death at N. Tungchow on the 30th of June last through apoplexy, of General Wu Hung-lo, formerly Brigadier General of the Pescadore Islands. About two years after the *Bokhara* disaster General Wu was transferred to a similar post at Yuanyang in Hupeh province. When Peking was threatened with a Japanese invasion the late General was transferred to the Chief Command of the N. Tungchow Military Circuit of Chihli province, a post of great honour and importance in those days, as one of the guardians of the sacred Imperial capital. The late General leaves three sons, one of whom has attained high literary rank while the eldest son, we believe, holds a Taotai's rank in Chihli province.—*N. C. Daily News*.

A telegram was received at Shanghai on the 14th July stating that the appeal to the Privy Council of the owners of the *Normandie* from the decision in the case against the *Pekin* had been dismissed, and that the judgment of Sir Nicholas Hannen in the Supreme Court had been upheld. It may be recalled that the collision happened on the 3rd of April, 1896, the *Normandie* being a Norwegian steamer, and the *Pekin* owned by Messrs. Butterfield & Swire. The collision occurred whilst the former was proceeding down the river on a voyage to Foochow, and the *Pekin* was coming in from Ningpo. The result was that the *Pekin* sustained serious damage, and had to be beached just off the Police Gardens. The suit was heard in the Supreme Court at Shanghai in May last year, before Sir Nicholas Hannen, and Captain London, of the steamer *Mirzapore*, as nautical assessor, and his Lordship delivered judgment finding the *Normandie* entirely to blame. Mr. J. O. Hanson (Messrs. Dowdall and Hanson) appeared for the plaintiffs, and Mr. W. A. C. Platt (Messrs. Johnson, Stokes and Master) for the defendants. From the decision the plaintiffs then appealed, with the result already stated. Unless the owners of the *Normandie* accept the judgment of the Privy Council, the owners of the *Pekin* will now have to proceed with their suit against the *Normandie* in Hongkong.—*N. C. Daily News*.

THE MEDICAL INSPECTION OF SHIPS.

We are afraid the Committee requested by the Chamber of Commerce to report upon the proposal to submit all vessels arriving at Hongkong to medical inspection cannot be congratulated upon affording much assistance to the Government or much enlightenment to the public. Whether on balancing the advantages and disadvantages of medical inspection it is desirable that the system should be introduced here may be a moot point, but it is surprising at this time of day to find a body of practical business men attacking the principle on which that system rests. Medical inspection has in the United Kingdom replaced the old barbarous system of indiscriminate quarantine, but, according to the Committee whose advice was solicited by the Chamber of Commerce, the system is ineffective, because passengers arriving from adjacent points "might have" "plague and other disease germs in their" "systems not in a sufficiently advanced" "stage to be observed at the time of" "examination, but liable to develop in" "our midst, perhaps within a day or" "two after being passed as healthy." If that be admitted as a substantial objection to medical inspection, the conclusion would be that we should go back to quarantine, with its pecuniary loss, inconvenience, and physical suffering and danger. It would hardly be contended that no barrier should be opposed to the introduction of disease, and if, as the Committee say, medical inspection is ineffective, there is nothing but quarantine to fall back upon. But medical inspection is not ineffective, and the passage of the report to which we have drawn attention must have been penned in ignorance of what the system really is and how it works in practice. The system was put to a severe practical test in England on the occasion of the cholera epidemic at Hamburg: constant communication with the infected district was maintained, but the introduction of the disease into England was effectually prevented by the system which the Committee of Hongkong shipping experts condemn as ineffective—and prevented with the most trifling loss and delay to shipping. One or two cases of the disease did in fact declare themselves after landing, but as the system of medical inspection keeps track of the passengers for some time after arrival these cases were promptly detected and isolated and they gave rise to no outbreak.

The other points mentioned by the Committee we will briefly notice seriatim. (1) The geographical situation of Hongkong is, according to the Committee, so peculiar that the prevention of the importation of disease is impracticable. We should say, on the contrary, there are few places in the world so favourably situated geographically for preventing the importation of disease if adequate measures for that purpose be taken. That is a simple matter on which each reader may safely exercise his own common sense. (2) The Committee think that provision would have to be made for inspection at Stanley, Aberdeen, and other places where it is possible for passengers to land, in addition to which some system would have to be devised for inspecting persons crossing the Kowloon border from Chinese into British territory. That strikes us as a mere straining at a gnat. How many passengers land in a year at Stanley or Aberdeen from places outside the colony? If after the institution of medical inspection at the entrances of Victoria harbour junks

went to Stanley to escape inspection—which they would not be at all likely to do, seeing that the medical inspection might detain them perhaps an hour, while the voyage to Stanley might with contrary winds occupy a day—the question could be very readily dealt with when it arose. As to the land traffic across the Kowloon frontier, people do not come afoot from very great distances, and the general state of health prevailing in our immediate neighbourhood is a matter on which the health authorities are supposed to keep themselves permanently posted; in the event of an outbreak of epidemic disease there the necessary measures would be taken as a matter of course. (3) The magnitude of the staff necessary for such an inspection and the consequent expense to the colony will, the committee think, be apparent. The expense would be the salaries of four doctors. (4) The Committee are of opinion that medical inspection would divert the Chinese passenger trade from Hongkong. We see no ground for such an opinion. The detention in the case of vessels carrying a surgeon and having no sickness on board would be nil and in the case of other vessels would probably not exceed a couple of hours at the outside. It seems inconceivable that such a nominal delay as that should divert trade from the colony.

It will be observed that the Committee of the Chamber of Commerce, while they say they are in substantial agreement with the Committee of shipping experts, do not agree with them as to the ineffectiveness of medical inspection. On the contrary, they say they are prepared to admit the desirability of medical inspection when occasions arise which seem to demand it, such as the outbreak of an epidemic like that recently experienced in Hongkong, to which they understand that the Local Government Board regulations only apply. On that point we believe the Committee's understanding is mistaken. Any vessel arriving in a port of the United Kingdom is liable to medical inspection; the only difference between the system in the United Kingdom and that proposed for Hongkong is that in the former the responsibility is thrown on the Customs officers of reporting if there is any sickness on board a vessel, and the visit of the doctor is dependent to some extent on the Customs officer's report, whereas in Hongkong, where vessels are not boarded by a Customs officer, the visit of the doctor would take place in all cases. But while the Committee of the Chamber admit the desirability of medical inspection when occasions arise which seem to demand it, they are of opinion that under normal conditions the dislocation of trade and the heavy expense which a systematic and really thorough inspection of vessels would involve render its maintenance undesirable if not impracticable. We do not know what is meant by "a really thorough inspection," but an inspection sufficient to ascertain whether there was any dangerous infectious or contagious disease on board would occupy but a short time, the expense would be inconsiderable, and it has not been shown in what way trade would be dislocated. On the other hand, the colony would be kept free of disease and the danger of vessels proceeding hence being quarantined in other ports would be materially lessened. If there are any strong reasons against a uniform system of medical inspection they should be clearly stated; in the absence of such reasons it seems to us the Government would be well advised to act on the sugges-

tions of the Local Government Board. It is idle to say trade would be dislocated without giving some indication of how the dislocation would take place.

THE LEKIN FARM QUESTION AT WUCHOW.

The trade of the newly opened port of Wuchow carried by foreign steamers, though as yet small, is sufficient, we believe, to more than cover the expenses of the vessels employed in it, while the prospects for the future are encouraging. There has been some grumbling and dissatisfaction that the trade has not at once sprung to large proportions, and complaints have been made that the Chinese authorities were proving obstructive. The opening of Wuchow has, however, been attended with a greater immediate success than was that of the Yangtze port of Ichang. The latter port was opened in April, 1877, and during the first nine months of its existence as a Treaty port the trade coming under the cognisance of the Foreign Customs was almost nil, being in fact less than Tls. 5,000. In 1878 the amount was only Tls. 71,000, and in 1879 Tls. 612,508. Last year the amount was over fifteen million taels. Whether the trade of Wuchow will ever reach that figure time alone can show, but there can be no doubt that it will attain respectable proportions. The Commissioner of Customs at Ichang, writing on the trade of the port in 1877 and 1878, said, "It has, however, to be borne in mind that a new scheme will seldom work well at the very outset and must have a certain time to develop," and that the exporting merchants at Chungking, the nearest Szechuen market of importance, could not make new arrangements all at once. Similar considerations might be urged with respect to Wuchow.

As to the obstructiveness of the Chinese officials, the mandarins are much the same all over China, and it was not to be anticipated that they would be found more tractable at Wuchow than at the other open ports. So far, however, it seems fair to say that since the opening of the port their efforts do not appear to have been directed so much to the levying of illegal charges, or the keeping out of foreign goods, as to keeping out the foreigner himself and monopolising the import trade in the hands of natives, with whom they would no doubt be themselves beneficially associated. The first step was to establish a kerosine oil and match farm, which was to collect the whole of the lekin on these articles, by whomsoever imported, and also itself to trade in the articles. In our issue of the 10th July we drew attention to this organisation and its probable effects. A correspondent signing himself "B.F.S.R." a few days ago attempted to traverse certain of our statements and arguments. This correspondent stated that he had had an interview with the agent of the Company which has been formed to farm the collection of Ti-shui (lit.: local tax) on kerosine and matches in Kwangsi, that the agent assured him there was no intention whatever on the part of the Company to extend its operations to piece goods and other articles of import, or, with the privileges it was supposed to enjoy, to undersell kerosine and matches imported by itself with the object of ultimately having a monopoly of these two articles in the province of Kwangsi; in fact the Company was prepared "to give up the right to" "import kerosine and matches and to confine" "itself to the collection of the tax fair and

"square to all parties, similar to what 'is being done at Canton.'" Possibly when the Company declared itself willing to forego the import they knew it was a case in which they had no choice. That the original intention was to import and monopolise was shown by the printed prospectus of the company; and what reason would there have been for raising a capital of \$300,000 if the operations of the concern were to be confined to collecting lekin? As to the intention to extend their operations to piece goods and other articles of import, it is easy to deny anything upon which an actual formal decision has not been arrived at; but as the Kwangsi Kungsi, as the Company is called, is a mercantile concern established for the purpose of making money, the managers would as a matter of course extend their business wherever they saw a favourable opportunity, and, in fact, would be fools if they failed to do so.

We are glad to hear that owing to pressure brought to bear through the Consuls at Canton and the Ministers at Peking the Kwangsi Kungsi is to be dissolved, as being a monopoly and consequently against the treaties. Acting under telegraphic instructions from the Tsungli Yamen, the Viceroy of the Two Kwang has instructed the Governor of Kwangsi to put an end to the concern. The matter is not absolutely settled, as the Chinese officials interested in it are fighting with their usual tenacity to keep it on, but they will have to give way, as the Company will certainly not be allowed to carry on the import business, and without the profits to be made in that way it would not pay the officials to farm out the collection of lekin at the nominal figure the Company was to pay for it.

"B.F.S.R." says:—"If the Chinese Government can be induced to abolish lekin and local taxes altogether, well and good, but if this cannot be done, do you not think it would be better to have a uniform and fixed charge at the port of importation, instead of all the irregular charges one has to pay *en route*, as has been done hitherto?" We certainly do think so, but we have no faith in that result being arrived at by farming out the collection of revenue to any individual trading concern to work for its own benefit. Every trading concern naturally tries to get ahead of its competitors, and the right of collecting duty would give the firm or Company possessing it an enormous advantage over all others. Even if the rate of duty were uniform the farmers would still be enabled to pass their own goods with quickness and despatch, while throwing obstructions in the way of their competitors that would lead to delay and annoyance and so serve as an effectual handicap.

"B.F.S.R." further argues that, as has happened in the case of the Yangtze ports, the trade at Wuchow is sure to fall into Chinese hands, even though foreigners and natives are treated alike, that Hongkong and Shanghai are the places for foreigners as far as import goes, and that it will make no difference "whether the foreigners sell kerosine in Hongkong for Wuchow or sell it at Wuchow." We think it makes a great deal of difference. Foreigners are required to push foreign trade in China, and although the Chinese with the advantage of working in their own country and at less expense than foreigners may secure the bulk of the distributing trade, it cannot be admitted that any artificial obstructions should be placed in the way of foreigners. What has happened in the past we know, how foreigners have allowed themselves to be edged out by the natives,

including their own compradores. It is time that this tendency was arrested, and it is certainly the duty of Ministers and Consuls to see that their nationals enjoy the fair field to which they are entitled and are not opposed by illegal combinations or monopolies.

THE NON-PROGRESSIVENESS OF CHINA.

As we have on more than one occasion noted, the work of railway construction in China, which it was so generally believed at the close of the Chino-Japanese War would be pushed on rapidly in order that a system might be formed which would the better enable defensive measures to be adopted successfully in the event of fresh invasion, is proceeding about as tardily as anything can proceed at all that is not really wished for in the Central Kingdom. There have been floods of official despatches, all sorts of intrigues, endless negotiations in reference to the raising of capital, and the Imperial sanction has been given for certain projects and contracts, but so far, beyond the extension of the Tientsin line to Peking, nothing has been seriously commenced although two years have elapsed since the war. The notorious SHENG, with all his activity and talk, has practically done nothing, the capital he professes to have raised for the construction of the Hankow-Peking line may prove to be mythical, like many other illusions, and the contract with the Belgian Syndicate, of which so much has been heard, may yet collapse, or never be carried into effect. Even the offer by Russia of a loan wherewith to construct railways in Manchuria is said to have been declined. The offer was no doubt flatteringly considered for a sufficiently long period to enable the mandarins to recover their self-possession after the humiliation of the disastrous defeat sustained at the hands of little Japan, but there probably was never any serious intention of accepting it. If the account of a Shanghai contemporary be correct, the Chinese Government have gone a good deal further than that; they have refused to entertain the suggestion that the Chinese railways in Manchuria should be of the same gauge as the Russian, to the end that the cars might be enabled to cross each other's lines for mutual benefit. If this be true, it is evident that the mandarins have fully regained their ancient audacity and self-conceit. The lessons of the war are fading quickly indeed, and the Emperor KWANGSU may ere long find that he has been inviting another abasement. His Majesty's advisers may for a time again go a long distance in the direction of spurning Western advice and declining Western demands, but it is a dangerous course on which to embark now that the bubble of Chinese resource and endurance has been so effectually pricked by the Japanese. Even if the inherent strength of the Empire was sufficient to enable its Government to safely defy any attempt at dictation by Western Powers—which at present it certainly is not—the mandarins might at least have had the sense to conceal such a belief until their army, navy, and general forces were in a position to back them up in their pretensions. But the army is little if any better drilled or more efficient than before the war, and the navy still has to be re-created. Meanwhile Russia, whose declared policy it is to push steadily southward, having secured permission to make the final section of the Trans-Siberian

railway across Manchuria and thus save some six hundred miles in distance while securing a terminus on an unfrozen sea on the Pacific end of the line, will not calmly be baulked in her intention to acquire Manchuria. China is now to the Great Bear nothing more than a gross broken-backed hog that can, if necessary, be prodded into acquiescent action without any great cost, always of course provided that the swinish beast is not sustained by some other Power as a check upon Muscovite aggression or aggrandisement.

Meanwhile the placid porker would seem to be wholly disinclined to do anything to help himself. He will neither make railways nor execute other needed public works, nor will he permit it to be done for him. He is only anxious now, we believe, to be let alone, to grub among the abominations of his own corruption, and intends to do nothing in the direction of progress or reform unless absolutely compelled. Every country in the globe will have a railway system before China; even Korea, the last of the Hermit-Kingdoms, will soon possess a railway connecting its capital Seoul with the port of Chemulpo, the line being now actually in course of construction. In all probability the Desert of Sahara will be bridged by the railway and the iron horse be seen in Timbuctoo before the Chinese capital is connected by steam with the great southern commercial city of Canton! It might have been supposed that the dread of Russian aggression would have stirred the Chinese Ministers to some definite course of action in the direction of self-defence, in which improved means of communication, a reorganised army, a recreated navy, and the encouragement of trade with foreign countries, including the fostering and increase of articles of export, would have been decided upon and steadily followed. But although the necessity for all this was admitted at the close of the war, very little has been done, and no sustained programme has been adopted. Spasmodic efforts in this direction will be worse than useless, because delusive, merely tending to bolster up the absurd national vanity, which always declines to admit defeat. Meanwhile there is so little patriotic spirit in the Empire, so little interest taken in its affairs, that the lethargy of those who misrule it from Peking goes unrebuked and unnoticed, and any rebellion raised by a few energetic friends of progress in the large ports would be speedily suppressed by the forces at the command of the Imperial Government, which, though inert and unwilling to move forward, has yet sufficient energy to crush rebellion in its inception. How long this condition of affairs is likely to last it is difficult to estimate. Probably for a good many years unless Russia's policy undergoes a change and it suits her to hurry the game. But the existing state of affairs in Peking is certainly not only unsatisfactory; it is most disquieting. Instead of being, as was believed before the war, a passive factor in the maintenance of peace China is now by her weakness, corruption, and impracticability, a source of positive danger to the political equilibrium in the Far East, and a grave stumbling block in the path of civilization.

A Tokyo press despatch of the 14th July says the Japanese Government proposes to order a Nagasaki diver to search for wrecks in the vicinity of the Pescadores, with a view to definitely ascertaining whether the cruiser *Unbebi*, which disappeared seven or eight years ago when on a voyage from Singapore to Japan, is among them.

THE CANTON MINT AND COUNTERFEIT COINS.

In the course of his Report on the trade of Canton for the year 1896 Mr. BREDON, Commissioner of the Imperial Maritime Customs at that port, makes some interesting remarks on the working of the Canton Mint. He says:—"The Mint is continuing to work and is now turning out cash as well as silver coin. In 1896 it produced more dollars and less subsidiary coin. The dollars are chopped, defaced, and deformed, and are simply accepted at 'bullion value.' This is the case certainly in Hongkong, where the Kwangtung dollars have met with scant respect and are regarded with less favour than the Japanese yen, but in the absence of the Mexican dollar and the scarcity of the British trade dollar they find a limited circulation, as does the dollar of Indo-China for the same reason. The Kwangtung dollar is not so well minted as the Japanese yen, but that is not the reason for its unpopularity; it has not yet won confidence, probably. There is evidently a considerable shortage of dollars; otherwise neither this coin nor the rather showy looking Indo-China dollar would have been accepted as generally as they are. The import of Mexicans has wholly ceased, and it may be doubted whether it will long pay the Canton Mint to issue a dollar unless as a corollary to the issue of a large subsidiary coinage. As Mr. BREDON points out, too, the latter issue was much smaller in 1896, and at the present moment, there is at any rate no glut of it in this Colony, as there was about a year ago. Whether this fact is due to a larger supply of Hongkong subsidiary coins at the present time or to the persistent and politic refusal of the Banks and Government Offices to accept the Chinese coins as payment, it is hard to say. Possibly the number of counterfeits put into circulation may have prejudiced the Chinese against them, but if this cause has operated it is singular that it should not have proved equally detrimental to the Hongkong subsidiary coins, which are also cleverly counterfeited at Canton. Perhaps, however, their turn is to come, for Mr. BREDON remarks:—"Unfortunately there are many 'unofficial silver coins in circulation, but the law against counterfeiters has been made very rigid, and, I hear, in some cases has been enforced." The crime is probably less rigorously punished if the subject of the counterfeit is a foreign coin; anyhow there has of late been an extensive issue of base coins of various values, cleverly imitating the Hongkong currency. It has consisted chiefly of ten and twenty cent pieces, but is not confined to those coins. There are many light half-dollars in circulation, which consist of a skin of silver over base metal. The manufacture is undoubtedly carried on at Canton or in its vicinity, and it would be well worth the while of the Hongkong Government, we should imagine, to make representations to the authorities of Kwangtung asking them to put a stop to it. If the Viceroy can stop the issue of counterfeits of the Kwangtung currency, he can, if so disposed, find means to make it an unprofitable occupation to manufacture base coins of any denomination.

The steamers *Morven* and *Devonshire*, both from New York, grounded on the Woosung Bar on Saturday morning, 17th July. After lightening the *Morven* got off on Sunday morning and proceeded up to Shanghai, but the *Devonshire* remained fast until the morning of Monday, the 19th, when she was successfully floated.

THE TRADE IN CHINESE OPIUM.

That the import of foreign opium into China is steadily and continuously declining Mr. Commissioner BREDON adds his testimony. He says the import of foreign opium at Canton decreases every year and the use of the native drug grows. "I have little doubt," he adds, "that the decline in the foreign drug is permanent, and that it is the improved quality, cheaper price, and therefore increased use, of the native article which is driving the Indian out of the market. All native opium here is called 'Yun-tu,' because it comes down the West River from the Yunnan direction. It pays about Tls. 6 a picul in Kwangsi and about Tls. 14 in Kwangtung. The Kwangtung opium lekin receipts are variously stated at Tls. 50,000 to Tls. 80,000 per annum, and I believe the latter figure is not above the mark; that would mean 6,000 piculs a year used in the towns, villages, and country in this province, most of it about Canton." This gives some idea of the enormous trade in opium done in a single one of the eighteen provinces. The import of foreign opium into the province, through Canton, was only 5,329 piculs in 1896, as compared with 5,999 piculs in 1895, 7,632 piculs in 1894, and 9,214 piculs in 1893, showing how surely the native drug has been gradually ousting the foreign product. The Chinese drug (whether Yunnan or Szechuen we are unable to say) has, moreover, made its appearance for the first time in the Hongkong market this year. In May and June some 200 piculs were imported, and it was soon taken off the market. In all probability this consignment is only the precursor of further arrivals. Native opium will not suit the taste of old smokers accustomed to the Indian drug, which is still—notwithstanding the improvement effected both in cultivation and make of the Chinese drug—far superior in purity and flavour to its native rival. Mr. BREDON says, however, that the Chinese drug is reported to be as rich in the narcotic alkaloids as Turkish or Indian opium and may therefore, owing to its low price, be exported for morphia manufacture. Here is a turning of the tables with a vengeance. Ceylon and Indian tea is imported into Hongkong—in small quantities, it is true—and Chinese opium is also beginning to find a market here. The causes that have led to these changes are certainly dissimilar. The practical cessation of the tea export from China is due more than anything else to the refusal of the Chinese Government to meet opposition by a reduction of taxation; the decline of the import of foreign opium into China is clearly the result of encouragement given to the cultivation of the poppy in China and the lighter duty imposed on the home grown article. The Chinese mandarins have not been able to see much beyond their noses in either case. In both instances they will be the ultimate losers by a diminished revenue, while the people will suffer at the same time by the diminished area given to the grain crops. The poppy requires a large area and exhausts the soil, and if it be cultivated on a large scale the people will require to import a portion of their food supply. It would surely be a sounder policy to import the luxuries of life and remain as far as possible independent of outside supplies for the staple food of the nation.

Swarms of locusts are reported to have been seen below Hankow, on the north bank of the Yangtze, devouring all vegetation in their course.

MACAO AND THE WEST RIVER TRADE.

Steamer traffic from Macao to the West River ports is at present suspended, owing to no facilities having been provided for the payment of duty on goods destined for Kongmun. Samshui and the ports higher up the River are served from Hongkong and Canton, and there was little prospect of Macao successfully competing in that section of the traffic, but the ports on the lower reach of the river, Kongmun and Komchuk, are natural commercial dependencies of Macao, and as they serve very rich districts the prospects of a large trade being established appeared bright. Unfortunately, however, Kongmun was not made an open port, but, like Komchuk, a mere landing station, where only duty-paid goods can be landed. There is no branch of the Foreign Customs at the port for the collection of duty, and as Lappa will not collect it, the goods if shipped by steamer have to be conveyed first to Samshui to pay the duty, and then be brought back to Kongmun. The result is that Chinese shippers find it more convenient to continue to ship by junk and pass their goods through the native Customs, and the advantages of the opening of the river to steam navigation are neutralised on this section. The most acceptable remedy for this unfortunate state of affairs would be to make Kongmun an open port with a Customs establishment of its own, at which duty could be paid on all goods landed there and also on cargo destined for Komchuk, a little higher up the river. Failing this it is to be hoped that arrangements may speedily be made by which the duty on goods for these points may be passed by the Lappa Customs, and under conditions that will be convenient both to the shipper and the carrier. From a mercantile point of view it would be an advantage if the goods could be passed before they are placed on board the steamer at Macao, but to that political and sentimental objections might possibly be raised, for the Government and community of Macao are naturally as sensitive with regard to any actual or constructive violation of Portuguese jurisdiction as are we in Hongkong with regard to British jurisdiction. The existence of an office of the Kowloon Customs in Hongkong and of an office of the Lappa Customs at Macao has, however, somewhat clarified the ideas of the public as to what really constitutes a violation of national jurisdiction, and it is possible that under the existing circumstances the Macao Government might see no reason to object to the examination of cargo within the limits of the colony, by voluntary arrangement on the part of the shippers, any more than it objects to the transaction of merely clerical business with the Customs within the same limits. Such an arrangement would not be unprecedented. A traveller from Montreal to New York by the night train can, if he is so disposed, have his luggage examined by an agent of the United States Customs service in the railway station at Montreal, that is, on Canadian territory, but there is no power on the part of the agent to compel the passenger to submit to the search, and if the passenger has any qualms on the subject of territorial jurisdiction he can wait until the train reaches United States territory and then be roused from his sleep to open his boxes in the middle of the night. Passengers naturally prefer that the examination should take place before starting, which is an arrangement made entirely for their convenience and not at all with

any aggressive ideas on the part of the United States. We see no reason why a similar arrangement might not be made between any two countries with reference to the examination of merchandise, if it were a matter of mutual convenience. Supposing such an arrangement to be made between Macao and the Chinese Customs, the latter would have no authority to interfere with any merchandise except such as was voluntarily submitted to them for examination, and shippers would, if they preferred it, have the right to have their goods examined at Lappa instead. Such an arrangement could only be satisfactorily worked as long as there was mutual confidence between the Authorities concerned, but while the control of the Chinese Customs remains on its present basis there is no reason why there should be any lack of confidence. As already remarked, a much more satisfactory arrangement, as being altogether free from the danger of future complications, would be to make Kongmun an open port with its own Customs establishment, but whether the Chinese would now assent to that is doubtful. Something, however, must be done, or Macao will lose all the advantage she expected to derive from the opening of the West River, and the expansion of trade that was expected to take place in foreign goods will, so far as the lower reach of the river is concerned, not be realised.

REGISTRATION OF PARTNERSHIPS.

The oft discussed question of the registration of partnerships is again referred to in the report on the working of the Bankruptcy Department at Singapore for 1896. Mr. EGERTON, who writes the report, says:—"The proposed Ordinance to compel registration of partnerships has been dropped, principally owing to the opposition of some of the leading European firms in Singapore. During the short time I have been in charge of the office, in several cases there has been strong suspicion of the existence of monied partners. Legal evidence of this was not forthcoming and the creditors suffered. Why registration should be objected to is somewhat difficult to understand. It could do no harm to honest firms, and I am convinced would tend greatly to diminish the losses from failures. Credit is now frequently given in the belief that a man known to be rich and to be intimately connected with a firm, is a partner in it. After the failure, this supposed partner often appears as a creditor instead, the money he was known to have put into the business appearing in the books as a loan instead of the price of a share in the business." In Hongkong the Chinese some years ago petitioned for a law rendering the registration of partnerships compulsory, but no action was taken in response to the petition. The question had been previously very fully discussed, and the view entertained by the Government was, we believe, that such a law would prove ineffective. It is no doubt true that firms contemplating fraudulent bankruptcy might so manipulate their registration as to protect the monied partners from having their property seized and leave only men of straw to be dealt with when the bankruptcy occurred. Still, registration would, it seems to us, be of material advantage from a public point of view. In the Bill introduced in the Legislative Council of the Straits Settlements three years ago failure to register was not made a criminal offence, but was punished by civil disabilities, an

unregistered firm and its partners being debarred from maintaining any suit, and, where all the partners were resident without the colony, the agent being rendered personally liable for all debts. Under such a law the partners providing the capital would be compelled to register for their own protection, otherwise they would be at the mercy of their agents. But, it has been urged, when bankruptcy was impending the names of men of straw would be placed upon the register and those of the partners with assets that might be applied to the liquidation of the firm's debts would be withdrawn. Changes in the register would, however, be closely watched by the mercantile world and the withdrawal of a partner who was supposed to be taking money out of the firm would put creditors on inquiry. Moreover, the mere removal of a partner's name from the registry would not protect him from subsequent proceedings if it was found on investigation that the firm was bankrupt at the time of his withdrawal and that the change in the registry was made with the object of evading liability for just claims. It would be impossible to devise a law that would absolutely prevent fraud, but the more difficult fraud is made the better it is for all honest traders. The registration of partnerships would have the effect of making fraud more difficult, and, as Mr. EGERTON says, it could do no harm to honest firms.

THE RELATIONS BETWEEN ENGLAND AND FRANCE.

An association was recently formed in England under name of L'Entente Cordiale for the promotion of more cordial relations between the United Kingdom and France. The first meeting of the association was held in London last month, when Sir ARTHUR ARNOLD, who presided, said that the basis of *l'entente cordiale* was mutual respect, that good relations with France were the most essential part of a wise foreign policy for England, and that the people could do even more than the Government to insure such relations. A similar association has been formed in France, and it is gratifying to find that the object aimed at receives some support in the Press of that country. *La Revue P Coloniale* in a recent issue, after pointing out that there are certain colonial difficulties between France and England and a divergence of interests in various parts of the world, and that no one on either side of the channel would expect France to renounce her rights or England to abstain from the maintenance of her interests, goes on to say:—"It is, however, permissible to believe that these two great countries, without abandoning any of their respective rights, their legitimate interests, or, still less, their national dignity, might rise above the miserable quarrels promoted by unworthy excitations or an excess of zeal on the part of junior officers, when high considerations so imperiously demand agreement." Our contemporary attaches much importance to the speech of Sir E. Monson to the British Chamber of Commerce at Paris, in which he said that he saw no reason why the *entente cordiale* of which so much was heard forty years ago should not be renewed and rendered more durable than it then proved. This expression on the part of the Ambassador is construed as having been made with the approval, if not at the instance, of the British Government. It is certainly a statement which the Government might very well adopt, and which the nation would thoroughly approve. There are many bonds of interest and

sentiment between France and England, and that the relations of the two peoples should be embittered by the constant girding of a fire-eating section of the Press is deplorable. Whether the association known as L'Entente Cordiale will be able to exercise much influence on national policy may be doubtful, but the existence of such societies in both countries is in itself evidence of a change coming over public opinion and as such is exceedingly satisfactory.

SUPREME COURT.

20th July.

CRIMINAL SESSIONS.

BEFORE MR. A. G. WISE (PUISNE JUDGE).
CHARGE OF ARSON.

Cheng Kwan Ting was charged on two counts with wilfully setting fire to a cigar shop at 231, Queen's Road Central and 56, Jervois Street with intent to defraud.

Hon. W. M. Goodman (Attorney-General, prosecuted, being instructed by Mr. H. L. Denny (Crown Solicitor), and the prisoner) who pleaded not guilty, was defended by Mr. E. Robinson (instructed by Mr. Reece).

The jurors were—Messrs. A. Priddle, A. H. Harper, F. Silva-Netto, C. F. Michelan, G. C. W. Kirkpatrick, E. de S. Pereira, and L. P. Glissmann.

Mr. G. W. S. Harling was called as a juror, but on the application of Mr. Robinson was asked to stand aside because he is connected with a Fire Insurance Company.

The Attorney-General explained the facts of the case and said it would be proved that the prisoner some time ago expressed his intention of setting fire to the premises. The insurance was effected in the South British Fire Insurance Company in July, 1896, the amount being \$4,300. There was a large stock in the shop then, but at the time of the fire the value of the stock was only \$600 or \$700. Therefore, if the prisoner's scheme had succeeded he would have been a considerable gainer. Fortunately, however, none of the stock was burnt, the fire being discovered and arrested by a Chinese constable, who rushed into the place on seeing smoke issuing from the verandah of the first floor. A careful examination of the premises was afterwards made by Inspector Kemp, who found that the fire was started in five different places and that pieces of paper soaked with kerosine had been stuffed into holes in the woodwork and a tin of kerosine placed at the bottom of the stairs, while someone had also poured kerosine over a lattice and a partition.

Evidence was then called.

22nd July.

The hearing was resumed of the charge against Cheng Kwan Ting of wilfully setting fire to a cigar shop at 231, Queen's Road Central and 56, Jervois Street.

Mr. Robinson addressed the jury for the defence and submitted that no case had been made out against the prisoner. There could be no doubt that the fire was an act of incendiarism, but there was no evidence to connect the accused with the act. Counsel suggested that the man who had planned the fire was Wong Yuk Ping, one of the partners who wished to recoup himself with the insurance money in order to hide his defalcations. Counsel concluded by stating that it might be that some of the jury—one of them was at any rate—were connected in some way with an Insurance Company, and if the prisoner got off their mess mates might say, "Why or earth did you let that man off?" Counsel hoped the jury would rise above all such considerations as that and act according to their conscience and not be governed by prejudice. He trusted the jury were men enough to cast that feeling boldly aside and discharge the prisoner unless they were certain of his guilt.

Prisoner then made a statement in which he said he was a partner in three shops in Hongkong. He held a \$1,000 share in each of two

crookery-ware shops, and had also supplied further capital to the extent of \$1,500, which belonged to his clansman. He was also a shareholder in the cigar shop to the extent of \$500. His father, who formerly had the business, died at the end of last year, and the business was handed over to three others. He (prisoner) had no experience of Manila cigars and he was asked to look after the cash. In the day time he looked after the crookery-ware shops and in the evening went to the cigar shop. Wong Yuk Ping [a witness] said he had a conversation with him on the 18th April about setting fire to the shop. That statement was false. He also said he retired from the business on the 1st May, but that was also false. Wong Yuk Ping, prisoner had reason to believe, set fire to the place because he sold most of the stock and wished to hide his defalcations.

The Attorney-General then addressed the jury and drew attention to the fact that the prisoner called no witnesses and made no statement at the Police Court. Prisoner might have made a most elaborate statement at the Magistracy and that would have been put in before his Lordship.

His Lordship summed up the case and explained to the jury that he thought they could not safely find that the prisoner's own hand set fire to the shop, but, if they believed the evidence, they could find him guilty of being an accessory before the fact and he would be just as guilty as the man who actually kindled the fire.

The jury retired to consider their verdict and after an absence of three minutes returned into Court with a unanimous verdict of guilty on both counts.

Prisoner, when asked if he had anything to say why sentence should not be passed, said he did not commit the crime. He had plenty of money and he knew nothing about the fire.

His Worship, in passing sentence, said—The jury have unanimously found you guilty and I cannot see how they could have done anything else on the evidence. In my opinion you rather aggravate the offence by stating that you are a man in fairly good position. Arson is an offence which is always very difficult to prove and an example must always be made when an offender is caught. You will be sent to gaol for five years with hard labour on each count, the sentences to run concurrently.

26th July.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE).

CHARGE OF RAPE.

John Ross, late overseer of the Kowloon Waterworks, was charged with committing a rape upon a young girl.

Hon. W. M. Goodman (Attorney-General) prosecuted (instructed by Mr. H. L. Denny, Crown Solicitor), and Mr. J. J. Francis, Q.C., (instructed by Mr. Master) defended the prisoner, who pleaded not guilty.

The following special jury tried the case:—Messrs. J. S. Van Buren, H. N. Mody, C. C. Inghald, A. O'D. Gourdin, Liao Tsze San, E. Osborne, and P. E. H. Melbye.

The Attorney-General explained the facts of the case and said the girl was sold to a sorceress who lives at No. 9, Station Street, Yaumati, about 110 yards away from the prisoner's house, she having been taken away from the district of Canton in 1895. On the 8th June a man who formerly employed the girl in his house in Canton saw her standing at the window of the house in Station Street and he told the police that she was the girl who had been taken away from his house. The police took the girl and the sorceress to the station, and afterwards the girl was taken to the Registrar-General's Office. She made a statement to the Registrar-General, who sent her to the Po Leung Kuk, where, on the 8th or 9th June, she made the charge against Ross. She would tell the jury that about nine o'clock on the evening of the 23rd May the prisoner went to No. 9, Station Street, and took her away to his house after having a conversation with the sorceress, to whom he paid \$10. Arriving at the house the prisoner criminally assaulted her and then took her back to the sorceress's house. The Attorney-General said a melancholy corroboration of the girl's story

was that when she was examined at the Government Civil Hospital she was found to be suffering from a loathsome disease. The prisoner was also suffering and the medical evidence was consistent with the theory that the disease was communicated by the prisoner to the girl.

Evidence was then called. In cross-examination the girl admitted that she had told lies to the Registrar-General and on the conclusion of the re-examination the Attorney-General intimated that he had grave doubts whether he could obtain a conviction, seeing that the girl had told lies and that the witnesses for the prosecution contradicted her evidence.

His Lordship thought the Attorney-General would pursue a proper discretion by electing to go no further with the case.

The Attorney-General therefore intimated that he would not call further evidence.

His Lordship then directed the jury to return a verdict of not guilty.

The jury unanimously returned this verdict and the prisoner was discharged.

27th July.

BEFORE MR. A. G. WISE (PUISNE JUDGE.)

CHARGE OF PERJURY.

Hera Singh, a gunner in the Asiatic Artillery, was charged with committing wilful and corrupt perjury during the hearing of a case at the last Criminal Sessions in which three Asiatic Artillerymen were charged with an abominable assault upon a comrade.

Hon. W. M. Goodman (Attorney-General) prosecuted, being instructed by Mr. H. L. Denny (Crown Solicitor). The prisoner was undefended.

The jurors were Messrs. H. Hyndman, Jr., C. E. Pierce, G. W. G. Harling, A. H. Botenheimer, C. J. Gonsalves, P. M. A. de Graca, and W. F. Muat.

The Attorney-General said the facts were very simple. At the last Criminal Sessions three gunners in the Asiatic Artillery were convicted of committing an assault upon a comrade. The prisoner was a witness for the defence and he swore that one of the prisoners, Gundah Singh, could not have been one of the men who committed the offence because he was not at the place at the particular time. The prisoner swore that Gundah Singh went with him to the Lyceum Port at seven o'clock and remained with him until roll call, which was at ten o'clock. As a matter of fact prisoner was with one of his officers on a launch and did not reach Lyceum until 8.30 p.m., so that he could not have been in the fort with Gundah Singh at seven o'clock.

The jury, after hearing the evidence, found the prisoner guilty.

His Lordship, in passing sentence, said—You have been found guilty of committing perjury, your object being to divert the true course of justice, but fortunately for justice you failed. For money or some other base motive you came to this court and wilfully perjured yourself in the hope of rescuing a comrade from the results of his crime. I am not going to dilate on the gravity of your offence because in my experience I am sorry to say that with you and your class the line between truth and falsehood has yet to be defined; but I can effectively point out to you the abhorrence with which the laws of this colony look at your crime by sentencing you to three years' imprisonment with hard labour.

21st July.

IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE) AND A SPECIAL JURY.

TOLLESFEN AND OTHERS V. TUASON.

Plaintiffs claimed from the defendant, charterer of the steamship *Skarpsno*, the sum of \$6,221.90, being the amount due from the defendant under a charter party dated 4th October, 1896.

Mr. J. J. Francis, Q.C., (instructed by Mr. J. Hastings) appeared for the plaintiffs and Mr. H. E. Pollock (instructed by Mr. C. D. Wilkinson) for the defendant.

The gentlemen composing the special jury were—Messrs. D. E. Brown, D. Gillies, E. S. Wheeler, W. R. Loxley, C. S. Sharp, A. G. Morris, and A. G. Stokes.

Mr. Francis said the question which the jury would have to try were practically two. The first was whether the defendant was the person who entered into the charter party, and, secondly, whether the party was broken by the plaintiffs so as to disentitle them to receive the balance due on freight charges. The vessel concerned was the Norwegian steamer *Skarpsno*, of which the master was Lauritz Tollesfen, and the owners Thomas Kearnley and Engelhardt Eger, all three of whom were the plaintiffs. The defendant was a Spanish gentleman named J. Tobias y Tuason, merchant, of Kobe. The charter party in dispute was closed on the 4th October, 1896. It was for three months and for the sum of \$6,000 a month less 1½ per cent. for the charterers and 1½ per cent. for brokerage, and it was specifically stipulated in the charter party that the freight was payable fortnightly in advance. The party contained a special clause that in default of payment the owners were at liberty to cancel the party. At the time the charter party was entered into the vessel was at Kobe in Japanese waters. The party was signed in Hongkong by Wieler and Co. for the owners, in Shanghai by Olsen and Co. for Sennett and Co., and for Tuason by telegraphic authority. The plaintiffs alleged that the defendant was the charterer and that Sennett and Co. were simply his agents authorised by him to close and enter into that charter party, while the defendant insisted that he was not the charterer, that Sennett and Co. chartered the vessel on their own account, and that after the charter party had been closed and entered into the vessel was to be worked on the joint account of Sennett and Co. and Wieler and Co. and as their special property. The vessel went into employment and was engaged on three voyages during the three months, during which time it was sub-chartered. The instalments due up to the 19th November were paid and there was no trouble until the 5th December. Plaintiffs' position was that the instalments due on the 5th and 22nd December had not been paid. Payments, however, were made to the captain in small sums which, if they had been properly adjusted, would have left a balance due of about \$3,000. The balance of that fortnightly payment had never been paid and plaintiffs were suing specifically for the amount due in respect of the instalment that ought to have been paid on the 5th December and for the whole of the instalment that ought to have been paid on the 19th December. They were also claiming \$1,000 damages. On the 5th October, the day after the charter party was signed, Captain Tollesfen reported himself at the office of Sennett and Co. and placed his vessel at their disposal. There he saw the defendant who, at the request of Sennett and Co., signed a letter confirming the charter party for three months commencing the 5th October. That letter was in dispute. The defendant did not deny that he signed it, but he states that he understood the contents to be something different and he signed it not really knowing what the contents were, as his knowledge of English was imperfect. Plaintiffs relied upon the letter as one proof that defendant was the charterer. By his statement he practically charged Sennett and Co. with having deliberately defrauded him into signing the letter and with having misrepresented the contents. On the 30th November the vessel commenced to load for two ports, in the Inland Sea, this being her third voyage. When she left Kobe she was sub-chartered, and a Japanese comrade or merchant left in the vessel to manage the affairs of the sub-charterer. All went well until Nagasaki was reached on the 15th December. On the 16th December some 150 tons of coal were put on board by the charterer under the provisions of the charter party for conveyance to Kelung, Formosa, but unfortunately the charterers or sub-charterers forgot to pay for the coal and the plaintiffs had to pay for it. On the 17th Sennett and Co's comrade vanished after having collected a considerable sum of money from passengers and for freight in respect of small quantities of cargo which had been put on board. On the 18th

Mr. Boedinghaus, who was acting as agent and representative of Sennett and Co. in Nagasaki, received a communication from Sennett and Co. stating that the sub-charterer had not paid the money under the sub-charter and asking Boedinghaus to stop further loading of the vessel. These instructions were communicated by Boedinghaus to Captain Tollesfen, who of course ceased to receive further cargo on board in respect of the sub-charter. There was a tremendous row amongst the Japanese and application was made to the German Consul, who was representing the Norwegian nationality. Boedinghaus threw up the agency, Japanese police were put on board, and it was decided to land cargo destined for Kelung, Formosa, and deliver it up to its owners. The captain cleared the vessel, commenced unloading whatever cargo was on board on the 24th December, and on the morning of the 25th the vessel was entirely clear. At that time there was still due the balance of the money that ought to have been paid to Wieler and Co., and also \$3,000, which ought to have been paid on the 19th or 20th December. On the 28th December Captain Tollesfen wired to Sennett and Co. for orders and on the 29th he had a wire asking him to obtain a lien on the cargo that had been discharged and to secure a cargo for Shanghai. On the 31st, as the charter money had not been paid, Wieler and Co. gave notice to cancel the charter party under the conditions entered into and the vessel was then loaded for Hongkong. The plaintiffs' position was therefore this, that they fully and faithfully carried out the charter party and obeyed all orders as far as they could be obeyed up to the 31st December; that on the 31st December they justly under the provisions of the charter party cancelled the charter party, and got immediate employment for the vessel; that when the vessel sailed for the port to which she was to take coal she found she was unable to clear because the permit taken out by Sennett and Co. had not been returned by Sennett and Co., and the Japanese authorities refused to issue a fresh permit until the old permit had been returned. The plaintiffs were claiming the full amount of the charter money up to the 31st January, the date on which the charter party would have terminated in the ordinary course, as it was the defendant's fault that the charter party was terminated. If the plaintiffs were not entitled to the full amount of the charter money they claimed they were entitled to general damages. The defendant said the plaintiffs broke the charter party by improperly refusing to take the vessel to Kelung and so causing a loss of earnings from the 5th December.

Evidence taken on commission at Kobe in support of the plaintiffs' case was then read.

The evidence of Mr. F. W. Sennett, ship broker, of Kobe, showed that the defendant went to him and chartered the *Skarpsno*. The defendant spoke English and was able to read a little. Witness translated in Spanish the letter confirming the charter party, and defendant then copied the letter, signed it, and handed it to Captain Tollesfen.

In cross-examination the witness said defendant took no part in the management of the business of the ship after she was chartered. He left the conduct of the ship to witness. The ship was twice sub-chartered, once to Chinese and once to Japanese. Defendant did not know anything about the latter sub-charter. Witness gave orders to Captain Tollesfen to proceed to two ports in the Inland Sea and to Kelung, Formosa, but the orders were not carried out. No authority was given by witness for the landing of cargo to owners. On the 29th December Captain Tollesfen entered into another engagement with Wieler and Co. to proceed to Kuchinotsu for a cargo of coals.

After hearing witnesses the Court adjourned.

23rd July.

The whole of the evidence on both sides having been taken, Mr. Pollock first of all raised a point of law on the question of agency and submitted that the defendant was not liable under the charter party, there being no evidence to prove that he gave his consent. Counsel also raised the second point that plaintiffs

were not entitled to damages. The whole of the damages for breach of the charter party rested upon the allegation that the defendant neglected to return the permit to trade at non-treaty ports and that in consequence of that neglect the plaintiffs' steamer *Skarpsno* was detained for ten days at Kuchinotsu and that those ten days were simply wasted to the owners of the *Skarpsno*. Counsel submitted that the plaintiffs had not given any evidence which would entitle them to damages on that head and that his Lordship ought to direct the jury that there was no evidence whatsoever upon which they could award the plaintiffs any damages which were claimed. It was quite clear that if the ship had been ordered by Messrs. Wieler and Co. to an open port instead of to a non-treaty port that the ten days' detention would not have occurred, and therefore whatever damages were sustained were due to the action of Messrs. Wieler and Co. in choosing to send the ship to a non-treaty port.

His Lordship said the issue was whether there was any obligation on the defendant to return the permit. The plaintiffs claimed damages on two grounds.

Mr. Francis said the plaintiffs claimed damages for breach of the charter party and special damages for the non-return of the permit.

Mr. Pollock thought that both the points went together. The only claim for damages that could arise was in connection with some breach of duty and the breach of duty which the plaintiffs alleged the defendant had committed was the non-return of the permit. The whole question of the breach of the charter party turned on this question of permit and counsel urged that the jury ought to be directed that there was no evidence which would warrant them in giving any damages whatsoever.

His Lordship asked if counsel thought the jury could give nominal damages, supposing there was a breach.

Mr. Pollock thought not, as the only damages sustained were through some alleged neglect of duty on the part of the defendant.

Counsel was about to read the particulars of the claim, when his Lordship said that the point had been argued enough. It was not convenient to argue any more. In his address to the jury both counsel could refer to the point and his Lordship would state his view to the jury.

Mr. Pollock—This document gives the particulars in detail.

His Lordship—I have told you my ruling on this point; I am not going to listen to you.

Mr. Pollock—Surely, my Lord, I am entitled to—

His Lordship—I decline to hear further argument on this point.

Mr. Pollock—On a point of law—

His Lordship—I will not hear further argument on this point at this stage; it is not convenient.

Mr. Pollock—Not what? Not completed?

His Lordship—It is not convenient to raise the point now.

Mr. Pollock—Am I then to break off my address to the jury and address your Lordship on that point?

His Lordship—I am not going to hear further argument. Will you resume your address to the jury?

Mr. Pollock—Am I to do that?

His Lordship—I have already told you that you can address the jury on the point, then Mr. Francis will address the jury, and I will give them my view of the matter.

Mr. Pollock—I ask your Lordship to make a note of your ruling.

His Lordship—Yes.

Mr. Pollock—It seems to me that it very much curtails the privileges of an advocate in this court.

His Lordship—Perhaps you are not—

Mr. Pollock—I have never heard of counsel being stopped before.

His Lordship—The Judge is the person who directs the Court; he has a right to give a ruling, and as a rule counsel submits.

Mr. Pollock—I ought to be permitted—

His Lordship—I rule not.

Mr. Pollock—Does your Lordship rule that I must break off my address to the jury—

His Lordship—I rule that when you are addressing the jury you can state your view. Mr. Francis can give his view, and I will direct the jury what my view is.

Again addressing Mr. Pollock his Lordship said—Interest for a client is all very well, but you may carry it too far.

Mr. Pollock—I did not mean any disrespect to the Court at all, but it does seem to me that I ought to be allowed to proceed with the argument now because I must break off my address to the jury in order to address you on the question of law.

His Lordship—The judge is the person who can best conduct the court. You will permit me to rule on this point now?

Mr. Francis was not called upon to reply and his Lordship then gave his ruling in respect to the point of law concerning the agency which was first raised by Mr. Pollock. His Lordship said the point was that it had not been proved that the defendant knew of the agency of Olsen and Co. and that they had been employed to enter into the contract. On that point the evidence of Mr. Sennett was that the defendant generally authorised him to charter the *Skarpsno*. There was no limitation and no restriction and his Lordship ruled as a matter of law that if the jury found that Olsen and Co. were employed by Sennett and Co. on that general authorization that would be sufficient to make the act of Olsen and Co. the act of the defendant also. The employment of another gentleman was quite within the provisions of law and defendant would be bound by the agency of Olsen and Co. Even if that were not so there was evidence to go to the jury of the ratification of Olsen and Co. in the fact that Mr. Sennett himself said the defendant became aware of the terms of the charter party, or at any rate saw the charter party, when it arrived in Japan ten or twelve days after its execution. Therefore, on the first point, the objection failed and the case must go to the jury with that direction. If they were satisfied there was a general authorization to Sennett and Co. to enter into a contract and Sennett and Co. employed Olsen and Co. to enter into the contract, the defendant would be bound by the agency.

Mr. Pollock then addressed the jury and submitted that the plaintiffs had not proved any neglect on the part of the defendant or his agents in respect of the claim.

Mr. Francis replied and contended that the plaintiffs' story was a perfectly plain and simple one and consistent with the everyday practice of commercial affairs. He asked the jury to say that Tuason was the person liable under the charter party and responsible for the damages caused.

His Lordship then summed up the case and in regard to the question of damages, ruled that the jury could not award special damages but only nominal damages to be considered as general damages.

The jury considered their verdict in private and on returning into Court after an absence of a quarter of a hour the foreman said—The finding of the jury is that the defendant is liable under the charter party and that the plaintiffs are entitled to charter money at \$6,000 per month from October 5th, 1895, up to and including December 31st, 1895. They are also entitled to \$76.90, telegraphic expenses as per account rendered, less the amounts paid in the way of advances, etc., as per account rendered; these payments we total up to \$1,350. With regard to damages, in view of your Lordship's ruling that damages are not permissible as special damages and that only nominal damages are permissible under the head of general damages, we award \$100 as general damages, that being, we consider, nominal damages.

Mr. Francis—I ask your Lordship for costs of suit.

His Lordship—Judgment will be entered for the amount ascertained in accordance with the verdict with costs. Mr. Francis, you and Mr. Pollock will agree upon the exact amount?

Mr. Francis—Yes, my Lord, there will be no difficulty about that.

His Lordship, in releasing the jury, thanked them for the attention they had paid to the case.

27th July.

IN SUMMARY JURISDICTION.

BEFORE SIR JOHN CARRINGTON
(CHIEF JUSTICE).

CHU WA v. Linstead and Davis.

Plaintiff sought to recover about \$600, being balance due from a deposit of account.

Mr. M. W. Slade (instructed by Mr. C. D. Wilkinson) appeared for the plaintiff, and Mr. Master for the defendants.

Mr. Slade said the claim was for \$600 odd. He believed he was correct in saying that Messrs. Linstead and Davis were not defending the suit on their own behalf but on behalf—

Mr. Master said Mr. Slade must confine himself to things he was going to prove. The defendants were bound to contest this suit because they had to pay the money to somebody or other and the question was whether they had to pay it to the plaintiff.

Mr. Slade replied that he was very much obliged to Mr. Master for having concurred entirely in what had been said. What he (Mr. Slade) said was that the defendants were defending the suit on behalf of another Chinaman and Mr. Master had entirely confirmed that statement. It would be proved by statements made by Mr. Maitland, who represented Messrs. Linstead and Davis, that they resisted this claim because they had been requested by Mr. Master to do so on behalf of Chu Kwan. Therefore the relations between Chu Wa and Chu Kwan would be the subject of investigation in the case. The question was whether Chu Wa or Chu Kwan was entitled to the money, and Mr. Maitland had chosen to contest the claim on behalf of Chu Kwan. It had been pointed out to Mr. Maitland that his proper course would be to pay the money into court and to interplead, but he had chosen to contest the claim on behalf of Chu Kwan. About May or June, 1895, plaintiff heard that Messrs. Linstead and Davis had certain Chinese houses to let. He employed Chu Kwan, who speaks English very well, to obtain a lease from Messrs. Linstead and Davis. Chu Kwan had been employed at the Magistracy for many years, but was discharged for malpractices. Terms were agreed upon and shortly before July 1st 1895, plaintiff attended at Messrs. Linstead and Davis's office and paid down a sum of money and finally Chu Kwan signed the lease on his behalf. As far as plaintiff knew the lease was drawn up in the name of Chu Kwan. However, one undoubted fact was that Chu Wa signed the lease and deposited with Messrs. Linstead and Davis \$1,000 as security for the due performance of the terms of the lease. The lease expired on the 30th June this year and it was the balance of that deposit that the plaintiff was seeking to recover. Chu Wa handed the deposit note to Messrs. Linstead and Davis. They kept it until September last, when they pointed out to the plaintiff that the note was not transferable. Accordingly, the plaintiff took the note back to the Chartered Bank, cancelled it, and obtained a new note in the name of Messrs. Linstead and Davis. Therefore, counsel would prove one important ingredient in the case, that the money received by the defendants was plaintiff's money. It was this money that Chu Kwan claimed and it was on account of this claim that the defendants refused to pay the money. After the lease was signed plaintiff and Chu Kwan entered into an agreement of partnership by which Chu Kwan was to receive three-tenths and the plaintiff seven-tenths of the net profits.

His Lordship asked how the deposit money got reduced.

Mr. Slade said one month's rents, amounting to about \$450, was to be deducted from the amount, less nine months' interest received from the bank. Counsel added that Mr. Wilkinson had advised Mr. Maitland to interplead, but the advice was not taken.

Mr. Master here interposed and said it seemed to him that counsel was going into the whole history of the transactions between Chu Wa and Chu Kwan. With those accounts Messrs. Linstead and Davis had nothing to do and it was not true that they were defending the case in the interests of Chu Kwan.

Mr. Slade—I'll prove every word I have said. Mr. Master, continuing, said that if the de-

fendants paid the money to Chu Wa would his Lordship make such an order as would prevent Chu Kwan bringing an action against them? They entered into the lease with Chu Kwan, but they did not know whether there was any arrangement between Chu Wa and Chu Kwan. Linstead and Davis were in this position: they had received \$1,000 from Chu Kwan and they entered into the lease with him, and they were under the obligation to Chu Kwan to answer for that money on the termination of the lease and on the due fulfilment of the various engagements. Therefore, if the defendants paid the money to Chu Wa they would lay themselves open to an action by Chu Kwan. His Lordship might direct an issue between the two Chinamen and the defendants would abide by His Lordship's order. He (Mr. Master) appeared simply for the protection of Messrs. Linstead and Davis and he did not care what was the order so long as they were not held liable in action brought by Chu Kwan.

His Lordship thought the best course would be to make Chu Kwan a party in the action. While Mr. Slade was opening his case it struck his Lordship that there might be some difficulty in bringing in the evidence in reference to the agreement between Chu Wa and Chu Kwan.

Mr. Slade, in reply, said Mr. Master had positively asserted that he was defending the suit solely on behalf of Linstead and Davis. He (counsel) had in his hand a letter from Mr. Maitland to Mr. Wilkinson which put the matter in an entirely different light. The letter read—"I called yesterday to see you about Chu Wa's case. I really do not see that it is any business of mine to take either side in this case and I do not think that I can interfere with Mr. Master defending the case for Chu Kwan on our behalf." That was Mr. Maitland's own letter.

Mr. Master said until that moment he was not aware that such a letter had been written.

His Lordship pointed out that the letter put a somewhat different complexion on the matter, but he did not think it was a substantial difference. Did Mr. Master propose to set up the right of Chu Kwan to the money?

Mr. Master said he had not the slightest idea what position either Chu Wa or Chu Kwan would take up.

His Lordship asked Mr. Slade if he would join Chu Kwan as defendant.

Mr. Slade replied that he could not do that and his Lordship said the case must therefore proceed as it stood.

The plaintiff was then called and after hearing part of the evidence his Lordship decided that Chu Kwan must be added as one of the defendants. He therefore adjourned the further hearing until Tuesday next.

THE CHAMBER OF COMMERCE ON THE MEDICAL INSPECTION OF SHIPS.

The Secretary of the Chamber of Commerce, Mr. R. C. Wilcox, forwards us the following copy of a letter (with enclosure), being reply to a letter from the Government asking the opinion of the Chamber on the proposal to institute a systematic medical inspection of all vessels arriving in Hongkong:—

Hongkong General Chamber of Commerce.

19th July, 1897.

Sir, In reply to your letter (No. 774) of the 14th May last announcing that the Local Government Board had recommended a systematic medical inspection of all vessels entering the waters of the Colony, to which end it is proposed to have inspecting stations at each extremity of the harbour, with an adequate staff of medical officers to perform the work, and further stating that His Excellency the Governor would be glad to receive the opinion of the Chamber regarding the scheme, I am instructed to say:—

1.—My Committee, recognising the importance of the question, lost no time in referring the proposal to the consideration of a Committee of shipping experts, a copy of whose report is now enclosed.

2.—With the general conclusions set forth in that report my Committee are substantially in agreement; but they are prepared to admit the desirability of medical inspection when oc-

casions arise which seem to demand it, such as the outbreak of an epidemic like that recently experienced in Hongkong, to which occasions they understand that the Local Government Board regulations only apply. Under normal conditions, however, the dislocation of trade and the heavy expense which a systematic and really thorough inspection of all vessels would involve, render its maintenance undesirable if not impracticable.

3.—Another important suggestion brought to the notice of the General Committee is to the effect that, owing to the steady increase of tonnage in this port, it is becoming necessary for the Health Officer to give undivided attention to his shipping duties, and without casting any reflection on the present incumbent, it would be desirable, when the post falls vacant, that the next occupant should not engage in private practice. It would meanwhile facilitate matters if, without additional charge to the Government, Dr. Jordan's assistant were appointed Deputy Health Officer with power to sign documents in his senior's absence on other business, or on account of sickness.—I have the honour to be, sir, your most obedient servant.

R. CHATTERTON WILCOX,
Secretary.

To Hon. J. H. Stewart Lockhart, Colonial Secretary.

(Enclosure.)

Hongkong, 3rd July, 1897.

Sir,—Having been asked by the General Committee of the Chamber of Commerce to consider and express our joint opinion regarding the proposal of the Government to enforce medical inspection of all vessels entering the waters of the Colony, we now beg to submit our report.

The Chief object of the proposed inspection, we understand, is to prevent the importation of disease into the Colony, but we submit that Hongkong is so peculiarly situated geographically that the effectual attainment of such object is utterly impracticable.

An imaginary line drawn across each end of the Harbour might provide for the inspection of a portion of the passengers arriving in the Colony, but in order to be effective we are of opinion a regular cordon would be required round the island and provision made for inspection at Stanley, Aberdeen, and the other places where it is possible for passengers to land, in addition to which some system would have to be devised for inspecting persons crossing the Kowloon border from Chinese into British territory.

The magnitude of the staff necessary for such an inspection and the consequent expense to Colony will, we think, be apparent, but even with such protective measures we are not satisfied that the object aimed at would be attained, for the reason that passengers arriving from such adjacent points as Swatow, Canton, Macao, Kowloon, &c. might have plague and other disease germs in their systems not in a sufficiently advanced stage to be observed at time of examination, but liable to develop in our midst, perhaps within a day or two after being passed as healthy.

As regards the effect the proposed regulations would have on the trade of the Colony, we are of opinion that they will inevitably tend to divert from Hongkong the trade in passengers to and from the Straits, Bangkok, Saigon, and the numerous points to which junks ply, and that vessels conveying passengers from such ports to Swatow, Amoy, Canton, &c., which now call at Hongkong, would certainly find it to their advantage to proceed to those ports direct, to the serious detriment to the shipping and general trade of the Colony.—We are, dear sir, yours faithfully,

J. H. LEWIS,
C. W. RICHARDS,
E. S. WHEALLER,
J. GOOSMANN,
W. POATE,
A. M. MARSHALL.To R. Chatterton Wilcox, Esq., Secretary
Chamber of Commerce.

During a severe thunderstorm at Manila on the 15th July two Chinamen were killed by lightning.

THE HONGKONG CHAMBER OF COMMERCE AND THE KWANGSI KEROSENE AND MATCH FARM.

Mr. R. Chatterton Wilcox, Secretary of the Hongkong General Chamber of Commerce, forwards us a copy of the following correspondence on the subject of the erection of a farm or syndicate to collect lekin on kerosine and matches in Kwangsi:—

MESSRS. ARNHOLD, KARBERG & CO. TO THE CHAMBER.

Hongkong, 16th July, 1897.

Sir,—We herewith beg to draw the attention of the Chamber to a notice which the Chief Director of Likin Offices of the province of Kwangsi has issued conjointly with the Treasurer, Judge, and Salt Commissioner of the same province in the course of the 4th month of the current Chinese year, granting to a Chinese merchant, Leung Kuang Yuan and others, the privilege of the importation of matches and kerosine oil into the province of Kwangsi on the following terms:—

- 1.—The collection of the Cho Likin tax on all matches and kerosine oil imported into the province of Kwangsi is farmed out to the said Leung Kuang Yuan for a period of 12 years against the yearly payment of a sum of \$10,000 to the Government of Wuchow.
- 2.—A Company with a capital of \$300,000 is to be formed by the farmer to purchase kerosine oil and matches from foreign merchants for importation into the province. These goods shall be marked with the Company's trade mark and are to be exempt from any other charges whatever, except the customary import duty of 5 per cent. ad valorem levied by the Chinese Imperial Maritime Customs.
- 3.—All other merchants who desire to import matches or kerosine oil into any district belonging to the province of Kwangsi shall have to pay to the said farmer or to his Company a tax of 30 cents for every two tons of kerosine oil, and \$2 for every box of matches.
- 4.—After the payment of this tax, the Company's trade mark will be affixed to the goods and they will then be exempt from any other taxation.
- 5.—The right is granted to the farmer or his Company to confiscate any matches or kerosine oil imported into the province of Kwangsi on which the forementioned taxes have not been paid by the owner, and which do not bear the trade mark of the Company.

The above are the principal points of this notice of which we enclose a copy and we venture to hope that your Committee will consider the procedure of the Provincial Authorities of Kwangsi and protest against the same at the proper quarter.

The notice issued consists of a renewed violation against the treaties. It is highly detrimental to the free development of trade on the West River, and grants advantages to a privileged commercial society which almost amount to a monopoly.

The action of these authorities is inconsistent with their proclamation issued last January, granting the general use of transit passes in the province of Kwangsi. The opening of the West River to foreign trade and the transit pass question have only been settled for a short period and after a long and desperate struggle, in which your Chamber took such a prominent part, and we trust that your Committee will use strong pressure to prevent Chinese provincial authorities from impairing the advantages obtained after such large difficulties.—We have the honour, Sir, to be your obedient servants,

pp. ARNHOLD KARBERG & Co.,

(Signed) E. GOETZ.

R. Chatterton Wilcox, Esq., Secretary, Hongkong Chamber of Commerce.

LIKIN TAX NOTICE.

The Chief Director of the Likin Office of the Province of Kwangsi, the Provincial Treasurer, the Provincial Judge, and the Salt Commissioner have jointly issued a notice to the effect as follows:—

This is to notify that a despatch has been received from Tsu-Ping-Man, Prefect of Wuchow,

and Tam-Kwo-Yan, expectant Prefect, and Director of the Chief Likin Station, stating that a merchant named Leung-Kwong-un and others have farmed out the Cho Likin Tax—i.e., retained duty—levied on matches and kerosine oil imported into the whole Province of Kwangsi. The farmer is to pay to the Government of Wuchow \$10,000 per annum, which is to be paid at four instalments according to the four seasons. The farmer is to be excepted from all other charges whatever from the Government. The farmer will found a Company with a capital of \$300,000 to purchase kerosine oil and matches from foreign countries and import them into the Province of Kwangsi. With the exception of the import duty of five per cent. ad valorem levied by the Custom House, he is free from all the local taxes and likin taxes when the said articles are imported by him into any district or prefecture of the Province of Kwangsi. If the officers in charge of all the likin stations of Kwangsi have proved that the said articles imported bear genuine trade marks of the said Company, they will let the goods pass without further charge of likin duty.

The said articles are to be imported by the farmer into all the places belonging to Kwangsi for sale at low prices for the convenience of the people. Any other merchants who want to import matches and kerosine oil into any district belonging to the Province of Kwangsi, are to pay to the farmer thirty cents as Cho lekin tax for every two tins of kerosine oil, according to the rules of Chap-Yik-Tong, farmer of Cho likin tax in the Province of Kwang-Tung, and two dollars for every box of matches according to the rule of the Custom House of Kwang-Tung. The farmer will give to the merchant a receipt and trade marks on receiving the Cho likin tax. Matches and kerosine oil will bear the same trade mark.

If matches and kerosine oil bear no trade marks of the farmer they are said to be smuggled. Any person is allowed to seize the smuggled goods and take them to the farmer. The smuggled goods are to be confiscated. Seventy per cent of the proceeds of the sale of the smuggled goods is to be awarded to the person who seizes it and thirty per cent. to defray the public expenses of the local district. As to show justice the farmer will accept nothing of the proceeds of the sale of the smuggled goods. The said Company is to be established after the regulations of Chap-Yik-tong, Cho likin tax farmer in Kwang-Tung, for a term of twelve years. After the term has expired, arrangements will be made. The farmer has sent in the regulations which they beg to inform the local officers of all the districts of Kwangsi. They further beg to appoint officers to look after the affairs of smuggling and if persons evade the likin taxes on the aforesaid articles, they will be brought before the local officers to be severely dealt with. As the prefect of Wuchow has taken this thing into consideration and reported to the Likin Office and it has met with the approval of the Governor, we therefore issue this joint notification. You, people, must understand that the said Company is to pay to the Government \$10,000 per annum to farm out the likin duties levied on imported matches and kerosine oil from foreign countries to be imported into all the districts of Kwangsi for sale. The aforesaid articles bearing the trade mark of the said Company pass every barrier without further payment of any lekin tax.

If other people want to import matches and kerosine oil into the Province of Kwangsi, they are to pay to the farmer thirty cents for every two tins of kerosine oil and two dollars for every box of matches as the lekin tax, and the Company is to give them receipts and trade marks before they can import them into the interior for sale. If the aforesaid articles bear no trade marks of the farmer, they are said to be smuggled goods. The farmer is allowed to bring the offenders before the local officers for punishment. The farmer is not allowed to exercise his power as to impose any tax other than the said Cho lekin tax. Obey this fourth moon's notification.

THE CHAMBER TO H.B.M. CONSUL, CANTON.
Hongkong General Chamber of Commerce,
Hongkong, 20th July.

Sir,—The attention of this Chamber has

been directed to a notice issued by the Provincial Authorities of Kwangsi announcing the concession to a Chinese merchant (one Leung Kwang Yan) and others the privilege of importing matches and kerosine oil into the above named province for a period of twelve years on terms which constitute it a virtual monopoly and render the transit pass privilege to a large extent useless, while it cannot fail to severely hamper foreign trade on the West River.

The notice, issued in the course of the fourth Chinese Moon, has doubtless ere this come to your knowledge, and you will, probably, have protested against this fresh violation of the Treaties.

My Committee propose addressing Sir Claude MacDonald on the subject, probably by wire, but before doing so they would be glad to have your opinion on the case. Will you kindly favour the Chamber with an early reply, since, if action is to be taken, the Committee are of opinion that no time should be lost.—I have the honour to be, sir, your most obedient servant,

R. CHATTERTON WILCOX,
Secretary.

Byron Brenan, Esq., C.M.G., H.B.M.'s Consul,
Canton.

THE CONSUL TO THE CHAMBER.

H. B. M.'s Consulate,
Canton, 21st July, 1897.

Sir,—I beg to acknowledge the receipt of your letter of yesterday on the subject of the new tax on kerosine and matches in the province of Kwangsi. A Chinese syndicate farms the tax and pays for the privilege \$10,000 a year.

As you point out, the terms of the concession virtually give the syndicate a monopoly of the trade in these articles and to this extent it is undoubtedly a violation of the treaties. But apart from this, the tax itself is illegal: it is called a destination or terminal tax, but it is in reality an additional import duty, and the intention is that it should be collected from Chinese importers as soon as the oil is brought into the province, whatever its ultimate destination may be.

No Chinese, of course, will venture to protect their oil or matches by taking out transit passes; and it is doubtful whether foreign merchants will attempt to use transit passes, because the only effect of doing so would be that the oil might escape the payment of the tax while on the journey, but the tax would nevertheless be exacted from the Chinese purchaser as it passed into Chinese hands. Chinese would-be purchasers are so firmly convinced of this that they are deterred from entering into contracts to buy oil on these conditions and the threat contained in the proclamation that unlabelled oil will be confiscated will probably never be put to a test for the simple reason that no Chinese will be found bold enough to make the experiment. The Chinese dealer knows from sad experience that confiscation and punishment are sure to follow; and that eventual reparation is extremely doubtful, so he wisely keeps to the safe side.

I have brought this matter to the notice of Her Majesty's Minister, so that, should your Chamber deem it necessary to address him on the subject, your communication will find His Excellency fully posted. As a question of tactics I would venture to doubt the expediency of attacking the procedure in Kwangsi when the same thing on a much larger scale is going on in Kwangtung. A similar tax is farmed by a syndicate in this province; and within the treaty port of Canton itself, where according to the tariff kerosine should reach the consumer after paying a duty of about nine cents per case, a further tax of 30 cents is imposed, and has been imposed for years, without any complaint having been made from any quarter.

I judge from conversations I have had with the Canton officials that the Governor of Kwangsi is likely to withdraw the privileges granted to the syndicate; in fact, I have to-day received positive assurances on this subject. As soon as the notice cancelling the privilege is publicly proclaimed, I shall again communicate with you.—I am, sir, your obedient servant,
(Signed) BYRON BRENNAN,
Consul.

THE CHAMBER TO THE CONSUL.

Hongkong General Chamber of Commerce,
Hongkong, 23rd July, 1897.

Sir,—I have much pleasure in acknowledging receipt of your letter of the 21st inst. on the subject of the new impost on kerosine and matches in the province of Kwangsi, and beg to tender you the cordial thanks of this Chamber for the light you have thrown on the question, the unstinted trouble taken, and for the promptitude of your reply.

From the information so freely laid before the Chamber, I gather that the Governor of Kwangsi is on the point of withdrawing the privileges conceded to the syndicate, and it would therefore seem superfluous for this Chamber to take up the question at the moment inasmuch as the remedy for the grievance has been already applied by the responsible authorities. The Committee cannot doubt that the share you have had in bringing the question to the attention of Her Majesty's Minister at Peking and his representations thereon have powerfully contributed to compass that end, and for which service the thanks of those interested are due.

With reference to your remarks contrasting the present opposition to this illegal lekin farm erected in Kwangsi with the apparent apathy displayed in connection with the farming of similar taxes on a much larger scale in Kwangtung, I think it should not be overlooked that whereas the Kwangsi farm aims at a monopoly of the whole trade in the articles mined the farm in Kwangtung is established farrelly for the collection of the lekin and taxes without interference with the trade such as is designed by the Kwangsi syndicate. I might further point out that when the Kwangtung farm was inaugurated there were many equally, and some even more, pressing questions (such as for instance the transit pass question) which at that time it was apparently impossible for Foreign Governments to enforce, and it is therefore less surprising that this particular breach of Treaty rights was not then brought prominently into notice.

The Foreign trade in China generally has decided cause for congratulation in the watchful and energetic attitude now adopted by its present consular and diplomatic representatives.—I have the honour to be, sir, your obedient servant,

R. M. GRAY, Chairman.

Byron Brenan, Esq., C.M.G., H.B.M.'s Consul,
Canton.

THE CONSUL TO THE CHAMBER.

H.B.M. Consulate, Canton,
26th July, 1897.

Sir,—Referring to my letter of the 21st inst. on the subject of a kerosene oil monopoly in the province of Kwangsi, I beg to inform you that I have received a despatch from the Viceroy here, stating that the syndicate entrusted with the collection of the tax on oil and matches has been instructed to suspend operations.—I am, sir, your obedient servant,

(signed) BYRON BRENNAN,
Consul.

The Chairman, Hongkong General Chamber
of Commerce, Hongkong.

The N. Y. K. steamer *Yamaguchi-maru* (Captain Moses), which arrived at Kobe on the morning of the 18th July, with the English mail on board, made a very quick passage up from Hongkong, taking exactly 4½ days from the time she left Hongkong until her arrival in the harbour at Kobe. The passage, the *Kobe Chronicle* says, would have been made some hours quicker if it had not been for a thunderstorm encountered in the Kii Channel on the previous night, when the rain came down simply as sheets of water, so that it was impossible to see a few yards ahead, and the engines had to be put dead slow. Captain Moses describes the lightning as the most vivid he ever experienced. The storm lasted for some time and delayed the vessel considerably, but the passage made from Hongkong is nevertheless one of the best on record. The mail brought up by the *Yamaguchi-maru* arrived at Hongkong by the P. and O. steamer *Thames*, having been dispatched from London on the 11th June, and thus, owing to the quick passage of the *Yamaguchi*, Kobe was in receipt of a mail via Suez in just over five weeks.

THE NEW HONGKONG CLUB.

28th July.

To-day the members of the Hongkong Club take possession of their magnificent pile of buildings recently erected on the sea frontage. The process of fitting from the old out-of-date structure to the new, commodious, and thoroughly up-to-date building was achieved with such considerable celerity that the members were deprived of clubland for one day only, and as that day was Sunday, few, if any, were inconvenienced. On Saturday the interior of the new building was receiving the final touches from the polisher and the painter, workmen were busy fixing the many necessary fittings in the various rooms and depositing the furniture in the allotted places, while the polished floor of the library was strewn with hundreds of books, which looked woefully out of place down there and seemed to be pitifully pleading to be placed in the more elevated and sober atmosphere of the numerous bookshelves. Doubtless by to-day everything is in order, although perhaps not up to apple-pie standard; but it takes more than a day to get "things straight," even in a three-roomed cottage.

The new Club stands in a commanding situation on the Praya and there is an unobstructed view of the harbour on the North side and of the Peak on the South, so that it is in an exceedingly fine position to catch the summer breezes; indeed, it is questionable whether there is a lower-level situation from which a better uninterrupted view of the hills can be obtained. The building is in the Italian Renaissance style and the Doric and Corinthian orders have been used, the whole block presenting a most striking appearance from either side. The main entrance to the building is perhaps its chief fault, but it is a fault which was unavoidable, the architects, Messrs. Palmer and Turner, having had to sacrifice a handsome entrance for the God of Bowls. The entrance is on the western side and is far from imposing. Turning immediately to the left is a billiard room with two tables, while to the right is a billiard room containing three tables. Passing behind the narrow stone staircase facing the entrance the bowling alley is reached, and in making this hall of pleasure the loftiest and best lighted in the colony the rather insignificant entrance had to be adopted. There are no fewer than four alleys and as the place is eighteen feet in height it may be imagined that there was no space for a grand entrance hall and staircase. Behind the bowling alley are wine cellars and the refrigerating room, the latter being fitted with the latest appliances.

The change from the ground to the first floor is very pleasant from an artistic point of view. Arriving on the first floor a very fine hall is seen, round which are Doric columns supporting the gallery all round the upper floor. Immediately to the left of the stairs is the Secretary's room, farther on is the match billiard room, and to the right of this is the spacious bar, which overlooks the harbour. At the other end of the hall are the reading and writing rooms and lavatories, &c., and behind these is the servants' waiting room.

A grand staircase, made of teak, leads from the first to the second floor, and here again the gallery above is supported by numerous columns, which add much to the pleasing effect of the hall. On this floor is the library, which faces the Queen's Statue. The room seems admirably suited for the purposes of quiet reading, being at so appropriate a distance from the bar, the billiard rooms, and the bowling alley. Near the library is the librarian's room, and further along the hall is the very large dining room, which will seat two hundred persons. There are also a private dining room and card room.

On the third floor are eleven fairly large sized bedrooms.

The servants will all be quartered on the East side, where a mezzanine floor has been built between the card room and the third floor to increase the accommodation for the Chinese staff.

The furnishing of the Club, which is being done by Messrs. Lane and Crawford, under the personal supervision of Mr. F. C. Wilford, has not yet been completed. The carpets, which are of very fine quality, have all arrived, and they will be freely used about the building. All the furniture has been made locally. It is plain and sub-

stantial, the lounge chairs and sofas being upholstered in leather, while the chairs in the dining rooms, writing and reading rooms, &c., are of plain teak. Many of the bedrooms are now ready for occupation. They are comfortably furnished and from their situation will be pretty cool in the summer months.

REVIEWS.

Sketches in Lavender. Blue and Green. By JEROME K. JEROME. London: Longmans, Green, and Co. 1897.

The latest addition to Longmans' Colonial Library, which we have received through Messrs. Kelly and Walsh, Limited, will be welcomed by admirers of the author of "Three Men in a Boat." There are twenty sketches in the book, written in Mr. Jerome's racy style, and humour quickly following each other and never giving the reader a chance to get tired. In the first sketch, "Reginald Blake, Financier and Cad," we have a whole domestic tragedy placed before us in twenty pages, though the material might easily have been used for three volumes. In other sketches Mr. Jerome happily hits off characters that the reader will probably think he has himself met and known. There is, for instance, "The man who would manage," who, when a child, was always wanting to "mind" children older than himself, while at school all his energies went to the instruction of others, leaving none for his own purposes. "He would take callow youths to his chambers and teach them to box. 'Now try and hit me on the nose,' he would say, standing before them in an attitude of defence. 'Don't be afraid. Hit as hard as ever you can.' And they would do it; and so soon as he had recovered from his surprise, and a little lessened the bleeding, he would explain to them how they had done it all wrong, and how easily he could have stopped the blow if they had only hit him properly."

Golden Raub. By the "Straits Times" Special Commissioner. Singapore: Straits Times Press. 1897.

THE series of articles which appeared recently in the *Straits Times* under the title of "Golden Raub" are republished in pamphlet form, together with three maps showing the Pahang gold region, the Raub lease, and the position of Raub and the neighbouring ports of Klang and Pekan, and a tabulated comparison of Raub with the Rand. In the latter the acreage of the concessions or claims the capital of the company, and all other essential particulars are given. Raub's concession is given as "12,400 acres = 6½ miles on the reef," which is more than twice that of any of the South African Companies mentioned, while its yield per ton in gold bullion from the mill is higher than all but one, but the number of tons of ore crushed per month is as yet paltry. With the increase of the crushing plant it would seem that the proprietors of Raub ought to derive handsome returns from their investment. The articles reprinted from our Singapore contemporary are eight in number and are headed "The rise of Raub," "The journey thither," "Early development work," "Down the Mines," "Details of working," "Prospects of Raub," "Raub to Kuala Lipis," and "Kuala Lipis to Singapore."

Le Tonkin et l'Inde Anglaise. Par PAUL DEJOUX, Ingenieur en Chef des Travaux Publics au Tonkin. Paris: Augustin Challamel, 1896.

M. DEJOUX was formerly on the staff of the Public Works Department of Bengal, and in that capacity has acquired an intimate knowledge of the province, which enables him to make an interesting and valuable comparison of the French possessions in Indo-China with those of the English in India. Tonkin and Bengal, he says, are similar in their climate, their rainfall, and the character of their watercourses. As to the population, the Tonkinese is a much better worker and stronger than the Bengalee; he lives better and spends more on his comfort, which proves that he earns more. Tonkin may therefore be considered richer than Bengal, though it is still in an embryo condition as regards irrigation works and works connected

THE POLICE SCANDAL.

SIXTEEN CHINESE DETECTIVES ARRESTED.

with navigation, which in Bengal represent a capital of two thousand million francs. The population of the delta of Tonkin is more dense than that of Bengal, the native administration is superior, and the men make as good soldiers as the best Indian troops. The products of the two countries are the same and M. Dejoux evidently believes that with the development of Tonkin and a liberal Customs regime its foreign trade will become as great as that of Bengal. The future prosperity of the country, he says, depends almost entirely on the improvement of the means of communication, and he gives particulars of the lines of railway required and suggests the methods by which they should be financed. In the section devoted to plantations M. Dejoux says:—"A crop which deserves special mention is that of sugar cane, which is cultivated almost everywhere in the deltas of Annam and Tonkin and which has a great future before it if the mistake is avoided of establishing large plantations and large mills, similar to those of the Antilles, which in the Far East yield but deplorable results from a financial point of view. What should be done is to set up, as economically as possible, small works in different centres, supplying to the cultivators portable mills to crush the cane and purchasing the juice, thus permitting the rational and profitable exploitation of the native plantations, which though scattered and of small importance individually are on the other hand very numerous. These works should be content to turn out sugar of the quality known at Bourbon as 'la bonne quatrieme' and rum. The sugar would find an unlimited opening in the Hongkong refineries, where it would be able to compete with that from Java and Sumatra." In his concluding note M. Dejoux says that Tonkin is the finest colony that France possesses, that private enterprise, purely French, is more vigorous there than in any other colony, and that in the not distant future Tonkin may rival Bengal, Burmah, and Java. We believe the author has not over-estimated the value and resources of the country of which he writes, and we are glad to note that he advocates a liberal Customs regime. If his views on the latter point were acted upon Tonkin would advance more rapidly than it has done hitherto. M. Dejoux, we may add, is at present recuperating at Mount Austin Hotel, and we wish him a speedy restoration to good health.

THE INDIAN FAMINE FUND.

The following correspondence has been forwarded to us for publication:—

THE COLONIAL SECRETARY TO THE CHAIRMAN OF COMMITTEE.

Hongkong, Colonial Secretary's Office,
14th July, 1897.

Sir,—I am directed to transmit for the information of the Indian Famine Relief Committee the enclosed copy of a despatch from the Secretary of State for the Colonies.—I have the honour to be, sir, your most obedient servant.

J. H. STEWART LOCKHART,
Colonial Secretary.

The Chairman,
Indian Famine Relief Committee.
THE SECRETARY OF STATE TO THE GOVERNOR.

Downing Street,

31st May, 1897.

Sir,—I have the honour to acknowledge receipt of your despatch No. 84 of the 21st ultimo reporting that a sum of \$50,072 has been subscribed in the colony as a contribution to the Indian Famine Relief Fund.

2.—I have noted with pleasure this evidence of liberality and public spirit on the part of the Hongkong community and would ask you to convey my acknowledgments to the Committee who organised the subscription, including the Honorary Treasurer, Mr. T. Jackson.—I have, etc.,

J. CHAMBERLAIN.

Governor Sir W. Robinson, K.C.M.G., etc.,
etc., etc.

There were 2,331 visitors to the City Hall Museum last week, of whom 199 were Europeans.

On 21st July two Chinese detective sergeants and seven detective constables were arrested on warrants granted on application of the Captain Superintendent of Police. It is believed that three other detectives, of whom warrants have been issued, have absconded. These and the previous arrests and suspensions mean that practically the whole detective force has been cleared out. Several of the arrested men were taken to the Canton steamer the same afternoon and reported to Chinese territory. A very large crowd of people followed them to the boat.

On the 22nd July the last batch of Chinese detectives who were arrested under banishment warrants were taken to the Canton steamer and deported. There were eleven altogether, two of them being detectives who were thought to have absconded but were arrested on the 21st. The vacancies caused by the banishment of the whole of the Chinese detective staff have been filled.

The trial of Inspector Witchell will commence before the Chief Justice and a special jury to-day at 10 a.m.

HONGKONG, CANTON AND MACAO STEAM-BOAT CO., LIMITED.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held at the office of the Company, on Saturday, the 31st July:—

The Directors beg to submit to the shareholders the Report and Statement of Accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premia of insurance, repairs and all other outgoings, there remains, including \$743.76 brought forward from last account, the sum of \$125,974.01 at credit of Profit and Loss Account. From this amount, the Directors recommend that a dividend for the half-year of 8 per cent. on capital, or \$96,000, be paid to shareholders, and that the balance of \$29,974.01 be carried forward to new account.

The gross earnings of the steamers on all the lines show a substantial improvement as compared with those of the corresponding six months of 1896, but owing to a heavier coal bill and exceptional expenses in connection with the inauguration of the West River trade, the net result shows only a slight increase.

During the half-year the *Honam*, *Fatshan* and *Heungshan* have been docked for the usual annual Government survey and repairs, and the steamers are now all in good running order.

The West River was opened to foreign steam traffic on the 4th June, and the Company at once occupied the line with the two small steamers *Lungshan* and *Lungkiang*. In view of probable future requirements, your Directors have acquired land with water frontage at the new Treaty Ports of Wuchow and Kongkun at a cost of about \$8,000.

In accordance with the Articles of Association the Honourable E. R. Bellios and Mr. F. A. Gomes retire from the Board of Direction by rotation, and, being eligible, offer themselves for re-election.

The retiring auditors, Messrs. A. O'D. Gourdin, and F. Henderson, also offer themselves for re-election.

E. R. BELLIOS, Chairman.

30th June, 1897	ASSETS.	\$ c.
Value of 4 steamers and 4th of <i>Fatshan</i>		812,250.00
Value of 2 steam-launches		50,000.00
Value of wharves, hulks, moorings, &c.....		26,457.81
Value of properties at Wuchow and Kongkun		7,177.65
Value of lighters <i>Sun Lee</i> and <i>Wo Lee</i>		15,500.00
Value of coal, stores, and spare gear		11,756.74
Value of furniture.....		750.00
Value of shares in public companies		295,427.23
Value of Chinese bonds		1,034.48
Property foreclosed		28,000.00
Loans on mortgage		645,700.00
Fixed deposit with the Hongkong and Shanghai Banking Corporation.....		20,004.32
Cash with the Hongkong and Shanghai Banking Corporation on current account.....		51,186.30
Premium on policies unexpired		10,780.75
Interest accrued to date		994.07
Amount recoverable from underwriters, account <i>Heungshan</i> average claim		7,040.98
Sundry debtors		12,753.64
		\$1,997,383.97

30th June, 1897.	LIABILITIES.	\$ c.
Amount of capital, 80,000 shares of \$15 each, fully paid-up.....		1,200,000.00
Amount of refund of capital of \$5 per share on 10 shares unpaid		50.00
Amount at credit of depreciation and insurance fund		600,000.00
Amount at credit of equalization of dividend fund.....		9,000.00
Amount at credit of investment fluctuation account		14,148.93
Unclaimed dividends		6,024.00
Hongkong wharf special account, amount received from Government, to be expended on new wharf.....		20,604.32
Sundry creditors		21,582.71
Amount at credit of profit and loss account ..		125,974.01
		\$1,997,383.97

30th June, 1897.	Dr.	\$ c.
To amount paid for repairs:—		
To steamers	27,945.49	
To wharves	611.02	
To lighters	130.75	
		28,687.26
To directors' and auditors' fees		2,750.00
To balance to be appropriated, viz.:—		
Dividend at 8 per cent. \$1,200,000 ..	96,000.00	
To be carried to new account ..	29,974.01	
		125,974.01
		\$157,411.27

31st Dec., 1896.	Cr.	\$ c.
By amount brought forward from last account ..		743.76
30th June, 1897.		
By net earnings of steamers		127,889.17
By interest on investments		28,604.34
By transfer fees		174.00
		\$157,411.27

30th June, 1897.	Dr.	\$ c.
To balance		600,000.00
31st Dec., 1896.	Cr.	\$ c.
By amount at credit		600,000.00
30th June, 1897.	Dr.	\$ c.
To balance		9,000.00
31st Dec., 1896.	Cr.	\$ c.
By amount at credit		9,000.00

THE INDO-CHINA S.N. CO., LIMITED.

The following is the report of the proceedings at the sixteenth ordinary general meeting of the Indo-China Steam Navigation Co., Limited, held on 17th June at the Office of the Company, 29, Cornhill, London, E.C.

Mr. James Macandrew, Chairman of the Board of Directors, presided.

The CHAIRMAN—The Secretary will read the notice convening the meeting.

The SECRETARY (Mr. A. Cheyne) read the notice.

The CHAIRMAN—Gentlemen, I certainly did not expect so small an attendance of shareholders as we have to-day. I thought we should have had a good many present on this occasion, because I am afraid the feeling among them must be one of disappointment at the earnings of the year not admitting of a dividend being declared. That, however, is the fault of no one, and last of all of the General Managers in China, who have done everything that lay in their power to find remunerative employment for the Company's vessels. It is an example of the vicissitudes which take place in the shipping trade, and which I think are sometimes more sudden and pronounced than in most other trades, as you have already had some experience of. The cause of the diminution in the receipts of the Company is briefly summarised in the report as being less freight to carry and greater competition for the carriage of that freight. The consequence is that low rates have prevailed throughout the year, with the result of a large diminution in the gross earnings, so that it has been necessary to take a moderate sum from our underwriting account to cover the usual depreciation upon the fleet. The best consolation that can be offered to the shareholders is that matters look better for the year 1897. We are now getting fair employment for our vessels in China at rates of freight better than those of last year. I, therefore, see no particular reason why there should not be a continuance of that state of matters, and that we may have a fair average year. The accounts show that there has been a material increase in the value of the fleet, which has

been caused by the new vessels that have been taken into the list during the year 1896. On the other side of the account it will be seen that the loans and bills payable that are outstanding represent instalments on these vessels which have not yet been met, but these are being steadily liquidated by degrees and will be wiped off in due time. The new vessels which have gone out have given great satisfaction in China, both to shippers and passengers, and are proving a very serviceable addition to the fleet. The charge for interest is increased in consequence of these borrowings for the cost of the new vessels, and on the other side of the account the surplus from exchange account has been dealt with in the manner which is explained in the report. I am sure the shareholders generally will be satisfied that the Directors have made this provision, for what will no doubt be a decrease this year in the value of the dollar. The underwriting account has had several claims charged upon it during the year, and there will probably be something more to debit to it on account of the steamer *On Wo*. Nevertheless, it closes with the satisfactory balance of £90,000 after having transferred to general revenue the sum of £16,318. There is one matter that I should mention to you, which is not referred to in the report, and that is that the Company has taken advantage of the recent treaty that was signed in China for opening the West River in the Kuangtung Province to foreign trade. They are doing this by establishing a service of steamers in connection with other local Companies which are interested in developing the trade, but we must not expect too much from it at first. It is a new locality, the navigation is only imperfectly known, and the steamers at present available cannot penetrate long distances into the interior as they do upon the river Yangtze Kiang. At the same time these steamers will serve the wants of what is a populous and progressive region, and from which access may be obtained to the Western provinces of China, and it is hoped in the course of time that a substantial and remunerative trade may be built up in that quarter. I think the only other thing I have to allude to is the Company's claim for the Steamer *Kow Shing*. We have still been unable to obtain a settlement of it. It ought to have been admitted and paid long ago, and the families of the sufferers by that disaster are also being kept out of what is justly due to them. We have done everything in our power to hurry the pace of the Foreign Office and of the Chinese authorities, and all I can say at present on the subject is that the case is still under negotiation with the Chinese, and that we hope for a satisfactory solution of it. I think with these explanations I may simply move—"That the Report of the Directors and the Accounts for 1896, as presented, be approved and passed."

Mr. REID—I have pleasure in seconding the motion.

The CHAIRMAN—If any shareholder has any remarks to make, or questions to ask, I shall be happy to answer him. (A pause). If not gentlemen, I will put the motion to the meeting.

The resolution was then put and carried unanimously.

The CHAIRMAN—I have now to propose—"That the retiring Directors, Messrs. Thomas Reid and William Paterson, be re-elected." They are both well known to the shareholders. Mr. Reid is an original director, and I think you cannot do better than approve their re-election.

Mr. KESWICK—I beg to second the resolution. The motion was put and carried.

The CHAIRMAN—The only remaining resolution is for the re-election of the auditors for the ensuing year.

Mr. EASTWOOD—I shall be pleased to propose—"That the retiring auditors, Messrs. Turquand, Youngs & Co., be re-elected."

Mr. WELLS—I beg to second that resolution. The motion was also agreed to.

The CHAIRMAN—I thank you for your attendance, and that concludes the business of the meeting.

The proceedings then terminated.

UNITED ASIAN ORIENTAL AGENCY LTD.

The first annual general meeting of the shareholders in the United Asian Oriental Agency, Limited, was held at the Hongkong Hotel on the 22nd July. Mr. Mac Anderson presided and there were also present Messrs. F. Dodwell, T. Skinner (Superintendent), A. Ellis (Secretary), G. H. Medhurst, C. De laing.

On the motion of the CHAIRMAN, seconded by Mr. DODWELL, Mr. Ellis was appointed Secretary. The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—I regret there are so few shareholders present, but we will now proceed with the business. I regret that my colleague, Mr. E. S. Whealler, is unable to be present, being engaged on a jury. The accounts in your hands speak for themselves, and I can only repeat the regret felt by us, that a loss should have resulted. It must be borne in mind, however, that, although these accounts cover the whole year ending 31st May last, there was very little business done during the first three months of the Company's existence, while, of course, expenses were incurred from the commencement. You will observe that the expense of advertising has been very heavy. This was unavoidable in the beginning, but we think that it can now be materially reduced. The working of the Shanghai branch has been disappointing, but there has been more business done of late, and we are not without hope that it will be increased in the future; we shall, however, be guided in our action, with regard to this branch, by the report of our Superintendent, Mr. T. Skinner, after his visit there. Here, business continues to go on satisfactorily. There is nothing else which occurs to me to say at the moment, but before moving the adoption of the report and accounts as presented, I shall be happy to hear any remarks which the shareholders have to make.

There were no questions and the CHAIRMAN moved the adoption of the report and accounts.

Mr. DODWELL seconded.

Carried.

The CHAIRMAN proposed that Mr. W. H. Potts be re-elected auditor.

Mr. MEDHURST seconded.

Carried.

This concluded the business of the meeting.

The following is the report presented to the meeting:—

Gentlemen,—The General Managers beg to submit the accompanying Statement of the Company's Accounts for the year ending 31st May 1897, showing a balance of \$620.06, carried forward to the debit of new profit & loss account.

The General Managers regret the loss shown by the accounts, in consequence of the usual difficulties and delays attending the inauguration of such a business, and the small turn-over at Shanghai. They intend that the Company's Superintendent, Mr. Skinner, shall visit that port at an early date, and report upon the prospects, for business there in the future, and that he shall then visit Japan where, as yet, no progress has been made.

The operations of the Agency in Hongkong have been satisfactory, and the prospects for an increasing and remunerative business are favourable.

Auditor.—The accounts have been audited by Mr. W. Hutton Potts, who offers himself for re-election.

E. S. WHEALLER, } General Managers.
ARTHUR ANDERSON, }

BALANCE SHEET, 31st MAY, 1897.			
Dr.	LIABILITIES.	\$	c.
To authorised capital, 9,900 ordinary shares at \$10 each		99,000.00	
100 founders' shares at \$10 each		1,000.00	
		\$100,000.00	
To capital paid up 9,900 ordinary shares at \$2 each		19,800.00	
100 founders' shares at \$10 each		1,000.00	
fully paid		20,800.00	
To bills payable		12,893.77	
To sundry creditors—			
Hongkong	\$10,393.86		
Shanghai	12,508.49		
	22,902.35		
To suspense account		687.71	
		\$57,283.83	

Cr.	ASSETS.	\$	c.
By furniture, fittings, &c.—			
Hongkong	\$703.45		
Shanghai	340.00		
	1,043.45		
By steam launch "Gladiator"		7,500.00	
By stock on hand—			
Hongkong	\$32,846.68		
Shanghai	10,583.57		
	43,430.25		
By preliminary expenses		809.99	
By unexpired portion of insurance policies		20.62	
Sundry debtors		3,859.46	
By balance of profit and loss account		620.06	
		\$57,283.83	

PROFIT AND LOSS ACCOUNT, 31st MAY, 1897.			
Dr.	\$	c.	
By expenses (including working launch, General Agents' commission, godown rent, &c.)			14,617.77
To preliminary expenses 25 per cent. written off			269.99
To furniture and godown fittings 15 per cent. written off—			
Hongkong	\$81.14		
Shanghai	67.00		
	148.14		
To advertising—			
Hongkong	\$1,136.80		
Shanghai	492.81		
	1,629.61		
To interest		853.31	
To auditor's fee		50.00	
		\$17,068.82	

Cr.	\$	c.
By profit on sales	16,442.76	
By transfer fees	6.00	
By balance carried forward	620.06	
	\$17,068.82	

THE PUNJOM MINING CO., LIMITED.

The Secretary of the Punjom Mining Company, Limited, advises us that he has received the following progress report on work carried on at Punjom during the month of June:—

August Shaft 200 ft. Level.—Fair progress has again been made in sinking this shaft, 28 ft. having been sunk and substantially timbered. The ground continues favourable for sinking and the water does not show any sign of increasing as depth is attained, as you will see when I tell you we are still able to keep the shaft clear by buckets.

I expect to make equally good progress during the coming month as every foot sunk should be bringing us more into the better channel of ground I told you of when I was at Hongkong. In the stopes to the west of the new shaft above this level the reef is strong and shows patches of fairly good ore occasionally, but I regret to say the bulk of the ore, as again shewn by the clean-up, is very poor. We have found a pocket which has given us about 25 ounces during the month and are still hoping to come across other pockets. But this is very uncertain. Judging from the past, however, we have reason to expect them. We have connected these stopes with the winze sunk below the intermediate level and thus secured good ventilation and better facilities for working. The reef is unusually hard and bad for blasting, consequently we cannot get out very large quantities of ore for the mill from this point and as most of the other stopes have become exhausted or nearly so, the output of ore from the mine is but little indeed.

I am hoping to increase this again in the near future, however.

Intermediate Level.—The drive here to go to the North Shaft has been extended 13 ft. 6 in. and is now in 40 ft. 6 in. from the crosscut. The stopes below this level on the old chute of ore are almost exhausted but I am still hoping that the new chute will be found to extend above the old one and so give us payable stopping ground for some time to come.

110 ft. Level.—The stopes above this level have given their usual quantity of low grade ore for the mill. A slightly better class of ore has shewn here during the last few days so I am hoping this may assist us during the coming month.

North Shaft.—Fair progress has been made in sinking this shaft, 33 ft. having been sunk during the month. The total depth is now 131 ft. from surface. I regret to say the water

has increased very much here within the last few days, so much so in fact that unless it drains off soon we shall have to put down the pump sent up for Guban.

The total drive for the month is 259ft. 6in. Ore milled ... 421 tons Headings ... 2,044 "

Milling—This was carried on during 29½ days crushing 421 tons of ore from the mine, yielding 147 ozs., 2 dwts. and 2,044 tons of headings yielding 155 ozs. of smelted gold.

We also, as mentioned in an earlier part of this report, got 25 ozs. from specimen found in working.

The clean-up was completed and crushing resumed on the 2nd proximo.

Calcing Works—Having had to repair the furnace and being delayed through want of bricks we could not resume this work till the 22nd inst. We, however, kept the yards going on raw concentrates and too the sludges back to the furnace for dressing when the furnace was ready to start. The quantity of concentrates so treated is 25 tons yielding 37 ounces of smelted gold. The reason for the better yield per ton from concentrates this month is that we concentrated more closely.

Cyanide Works.—These ran full time to the morning of the 28th inst., when a stop was made for the clean-up so as to have the bullion ready to go out with the gold from the mill. This made the run 38 days since the last clean-up.

The quantity of tailings treated is 936 tons yielding 266 oz. 18 dwts of bullion valued at £1 6s. 6d. per oz.

General.—The usual attention has been given to all work coming under this head and everything kept in good order.

Labour.—The supply of this continues fairly plentiful.

Health.—This may be said to be fairly good.

Rainfall.—The total rainfall for the month is 5½ inches.

HONGKONG GOLF CLUB.

PROFESSION PAIRS TOURNAMENT.

After a somewhat protracted period of play, brought about by various causes, such as the Jubilee holidays, bad weather, etc., the above competition was concluded on 18th instant.

The entries this year fell short of those in June, 1896, by eight couples, and two short of those in 1895; the mercantile element only sent two representatives which gives a very poor average, compared with those supplied from other sources. A good deal of rain fell during the time the competition was going on, laying the links more or less under water on many days, and thus obliging the Committee to be somewhat lenient in the matter of dates for the completion of the various ties. However, in spite of adverse conditions, a very pleasant series of matches were played, and although some of the defeats were very hollow ones, the semi-finals produced some very close play. In the final the play of all save that of the captain of the Club was not up to the usual form, and the delegates of finance became the masters of the situation by a margin not quite looked for by their opponents.

FIRST TIES.

Mr. E. A. Ram and Mr. C. W. Spriggs (architects)
Mr. V. A. C. Hawkins and Mr. A. S. Anton. (Bankers)
Dr. J. M. Atkinson and Dr. J. Bell. (medical)
Mr. C. W. May and Mr. J. D. Smart. (Bankers)
Mr. C. H. Grace and Mr. W. Taylor (nondescripts)

Messrs. G. Stewart and M. Stewart (finance), allowing 7 strokes, beat Messrs. P. A. Cox and G. Milward (shipping) by 7 up and 5 to play.

Messrs. C. A. Tomes and H. L. Dalrymple (merchants), allowing 5 strokes, beat Com. Taylor and Lient. Plumer (Navy) by 2 up and 1 to play.

Messrs. J. Hastings and M. W. Slade (legal), receiving 4 strokes, beat Capt. G. F. Phillips and Mr. M. D. Wood (Army) by 6 up and 5 to play.

SECOND TIES.

Messrs. E. A. Ram and C. W. Spriggs, scratched to Messrs. V. A. C. Hawkins and A. S. Anton.

Messrs. G. Stewart and M. Stewart, allowing 6 strokes, beat Dr. J. M. Atkinson and Dr. J. Bell by 6 up and 2 to play.

Messrs. C. A. Tomes and H. L. Dalrymple, allowing 4 strokes, beat Messrs. J. Hastings and M. W. Slade by 9 up and 7 to play.

Messrs. C. W. May and J. D. Smart, allowing 2 strokes, beat Messrs. C. H. Grace and W. Taylor by 6 up and 5 to play.

SEMI-FINAL.

Messrs. G. Stewart and M. Stewart, receiving 1 stroke, beat Messrs. V. A. C. Hawkins and A. S. Anton by 3 up and 1 to play. Messrs. C. A. Tomes and H. L. Dalrymple, receiving 1 stroke, tied with Messrs. C. W. May and J. D. Smart. Deciding to play the match over again, the first named pair beat their opponents by one hole.

FINAL.

Messrs. G. Stewart and M. Stewart, allowing 1 stroke, beat Messrs. C. A. Tomes and H. L. Dalrymple by 4 up and 2 to play, thus securing a popular win to the captain of the Club and his brother, representatives of the financial world.

The quarterly meeting for the "MacEwen" Cup, &c., will be held between the 23rd and 26th inst., and as the links have just been brought into a good going state, the grass having been subjected to the mowing machine to the advantage of straight drivers, with fine weather thrown in, it is hoped a good number of members will put in an appearance for the competitions. It would be very gratifying to see the name of the donor of the Cup engraved on it whilst there is still space left.

QUARTERLY MEETING.

These competitions were carried through between the 23rd and 26th inst., and attracted very poor entries, particularly for the pool and sweepstakes. The weather was very hot and oppressive, which no doubt deterred many from going down to the links.

MACEWEN CUP.

Mr. C. A. Tomes	95	9	86
Mr. V. A. C. Hawkins	99	8	91
Mr. W. Taylor	107	13	94

13 entries.

OPTIONAL SWEEP.

Mr. C. A. Tomes	95	9	86
Mr. V. A. C. Hawkins	99	8	91
Mr. W. Taylor	107	13	94

5 entries.

BOGEY CUP.

Mr. C. A. Tomes	2 down, receiving 7 strokes
Mr. G. Stewart	3 " " 2 "
Com. Taylor, R.N.	4 " " 11 "
Mr. V. A. C. Hawkins	5 " " 6 "
Mr. M. W. Slade	8 " " 12 "

14 entries.

POOL.

Mr. G. Stewart	91	3	88
Mr. C. A. Tomes	101	9	92

6 entries.

A prize has been kindly presented by a successful member of the Club to be played for during the month of August. Conditions of play will be duly posted in the Club-house, and the cup will no doubt be very keenly contested for.

CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE WOMEN'S HOSPITAL.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In the leading article of your issue of the 16th inst., you appear to us to discuss most fairly the question of the constitution of the proposed Jubilee hospital for women and children, as well as the broader question of hospital relief generally.

The ideal aim of a Jubilee hospital is that it should be free, that it should be reserved for really necessitous cases and a strict scrutiny be exercised against the admission of patients whose social position disqualifies them for the relief of charity. As regards the Chinese poor this want is largely met by the Nethersole Hospital, which is now entirely reserved for the reception of women and children, while the Civil Hospital has hitherto afforded accom-

modation for the wives and children of those Government officials whose salaries are such as to entitle them to its privileges.

On the other hand there is undoubtedly in the colony room for an institution of the nature of a private paying hospital where patients able to pay a reasonable amount for accommodation and medical attendance may be treated. Where desired, medical men in private practice should have the right to attend their patients; it would be manifestly unfair both to the private practitioners of the colony as well as to the public who have so liberally subscribed that the institution should be officered entirely by medical men in Government service.

Why this exclusive rule should still apply to the Government Civil Hospital, now that it has so largely outgrown the original object of its foundation, is difficult to explain. The Government doubtless support the institution, but after all any deficit is indirectly made good by the ratepayers. The more liberal arrangement in the Shanghai Hospital has, as you point out, worked admirably and financially compares favourably with our Government Civil hospital, where some improvement in this respect may be effected by an increase in the charges for first class and such other patients as do not come under the category of those entitled to medical attendance. In view of the fact that an expensive medical and nursing staff has to be maintained a charge per diem at least equal to that exacted by a first class hotel in our colony cannot surely by a first class patient be regarded as unreasonable.

As regards the proposed Jubilee hospital, whatever its constitution may be, whether it be free or paying or both combined, let the regulations be so framed and observed that so far as possible that abuse which to-day embarrasses so many medical charities may be rigidly avoided. Apologizing for trespassing on your valuable space—I am, sir, yours faithfully,

AUDI ALTERAM PARTEM.

Hongkong, 20th July, 1897.

THE 14TH JULY AT THE FOOCHOW ARSENAL.

Thanks to the presence of the French Mission at the Foochow Arsenal, the French National Fête was this year brilliantly celebrated at Pagoda Anchorage. In the morning at M. Doyère's, the Director of the Mission, whose house was decorated with the French and Chinese flags, a tiffin was given, at which there were present the Tartar General, the Imperial Commissioner of the Arsenal, the British Vice-Consul at Pagoda Anchorage, the high mandarins and the Chinese engineers of the Arsenal, and the members of the French Mission. The greatest gaiety prevailed and toasts were warmly proposed and received. The Director of the Arsenal proposed the prosperity and the friendship of France and China; the Tartar General, the French engineers; the British Vice-Consul, the French Mission, in the interests of progress; M. Berthel, the Chinese engineers; etc. The Imperial Commissioner was particularly amiable to the Director of the Mission, for whom he expressed his sympathy and the confidence he reposed in him, and he declared his firm intention to resolve all difficulties that the Mission might encounter.

In the evening there were illuminations and fireworks, a small dinner, and an improvised dance, at which characteristic French liveliness and exuberance prevailed. Nothing was wanting to the fête, which terminated at a late hour with hopes that it might be repeated in many future years.

The overdue steamer *Farfalla*, the property of Messrs. Gaggino, about which considerable anxiety has been felt, arrived safely in Singapore at noon on the 19th July. She left Phanrang in Cochin-China on the 4th instant, and on the following day, in stormy weather, the captain had to put in at Pulo Condor for firewood and water. The vessel remained at Pulo Condor one day, and then resumed her voyage to Singapore. But she again had to stop, this time at Kemaman, for firewood. She remained there two days. The weather was bad all through. There were no casualties of any kind.—*Straits Times*.

TRAGEDY ON H.M.S. "ALGERINE."

DEATH OF LIEUT. HEYGATE.

The following account of the death of Lieut. Heygate is given by the *N. O. Daily News*:

A shocking affair happened on board H.M.S. *Algerine* on Monday night, 19th July. The navigating officer, Lieut. H. B. Heygate, a young and most popular officer, was in charge of the ship, and to all appearance was in the best of spirits during the evening, but at about nine o'clock a report was heard from his cabin and on the gunner going to see the cause of it, Lieut. Heygate's body was found lying on his bed, shot through the heart, with a revolver lying beside him. The affair is at present shrouded in mystery. No motive can be assigned for suicide, as the deceased officer was not known to be in trouble of any kind, and was exceedingly popular with the whole ship's company. Lieut. Heygate had carried on the work of the ship up to the moment of his death and nothing unusual had been noticed in his behaviour, and only a short time before the report was heard, he was heard playing the piano in the ward-room. Of course, the affair may possibly have been an accident, but that is a matter which will doubtless be gone into to-day at the adjourned inquest, which was opened on board the ship yesterday. Lieut. Heygate was buried with naval honours in the New Cemetery on Tuesday evening.

An inquest was opened on the 20th and continued on the 21st July before Mr. R. W. Mansfield, Coroner, and Messrs. W. H. Anderson, H. H. Read, and A. Cunningham, Jury.

James Symons, gunner of H.M.S. *Algerine* said—At about 9.30 p.m. on the 19th I was reading in my cabin and heard a report of firearms. Going out into the steerage I saw a signalman lying in his hammock, outside deceased's cabin. I asked him where the noise came from and he said from Mr. Heygate's cabin. I then knocked at the door and asked if anything was wrong but got no reply. I called a quartermaster to bring a lantern, and I pulled the curtain on one side and saw something burning on the deceased's breast. He was lying on his back in bed. The quartermaster put out the fire and I then noticed blood on deceased's shirt. I went on deck and ordered a boat away for the medical officer and for all the officers of the ship. I heard deceased groan once, but he did not move. The doctor came on board in less than half an hour. I put the sergeant of marines on guard at the cabin door. Just before the doctor came I asked the sergeant if deceased were still alive and he replied that he thought he was. I spoke to deceased shortly after 9 o'clock, and did not notice anything out of the common in his behaviour. During the evening he was playing the piano and singing.

By the Jury—I did not examine the body myself; I sent at once for the doctor. I spoke to him several times but could get no reply. The sergeant of marines picked a revolver up on the bed. The weapon was deceased's own property and was not a service revolver. I did not examine it. There was no light in deceased's cabin.

Robert A. Coleman, a leading signalman belonging to H.M.S. *Algerine* was next called. He said:—I hung my hammock up outside the deceased's cabin at 9.15 p.m. on the 19th inst. Lieut. Heygate had not then retired to his room. I turned in at about 9.25 and I heard Mr. Heygate tell the quartermaster to call him about a quarter of an hour before the evolutions in the morning, and added, "I don't suppose there will be any." He was then at the top of the steerage ladder. He then came down, went into his cabin, and drew the curtain across the door. About three minutes after I heard a shot fired in his cabin. Before I had time to turn out the gunner came and asked what the noise was. I said it sounded like a rifle shot in Mr. Heygate's cabin. The gunner sent for a quartermaster with a light, and we went into the cabin together. Deceased's shirt was smouldering and the quartermaster extinguished it. Deceased was groaning when we entered the cabin. I had not noticed anything peculiar about deceased's conduct on that day.

By the Jury—There was no light in deceased's cabin when he went in and he did not light the lamp.

Dr. John H. Stanhouse, surgeon of the *Algerine*, said—On the evening of the 19th I was playing billiards in the Shanghai. At about 9.45 when Mr. Heygate's servant came, I reported that deceased had shot himself, and immediately went on board in company with the captain, first lieutenant, and engineer. I went down to deceased's cabin and found him lying on his back, with both arms by his sides, close to the right hand, but not in it, was a revolver. I examined the revolver and found that there were three cartridges in three chambers, one of which had been discharged. The wound was between the fourth and fifth ribs, a little above and inside the left nipple. I did not make any further examination at the time, but held a post-mortem next day. The bullet had passed through the lower part of the upper lobe of the left lung, cutting across a branch of the pulmonary artery, and passing out through the fifth rib and then through the left shoulder blade. The cause of death was hæmorrhage from the left lung. Deceased always enjoyed very good health, and was not to my knowledge subject to fits of depression. I know of no trouble which could account for his taking his own life. Deceased was invalided home from China three years ago, with a disease of the eye, but not a painful one.

By the Jury—Even if medical aid had been at hand immediately I am of opinion that it would have been impossible to have saved deceased's life. The course of the bullet was quite in consonance with deceased having fired the shot with his right hand.

Albert Prew said—I am a second-class petty officer on board the *Algerine*, doing duty as quartermaster. Just after 9.30 p.m. on the 19th I was on the poop and the gunner called to me from the steerage ladder to bring a light. I went down with a lamp and took it to deceased's cabin. I saw that Mr. Heygate's shirt was on fire over the left breast and I put it out. The gunner ordered me to get a boat out and send ashore for the other officers. The deceased was not then dead; I heard him groan. I last saw deceased just before 9.30, when he gave me orders to call him in the morning, should there be any evolutions. I saw nothing unusual in his behaviour during the day. I did not see the revolver when I went into the cabin.

Geo. Robinson, sergeant of marines on board the *Algerine* said—At about 9.35 on Monday night Lieut. Heygate's servant informed me that the deceased had shot himself. I went down to that officer's cabin and the servant struck a light. Lieut. Heygate was lying on his bed, with a wound in the left breast. A revolver was lying by his right side. I remained with deceased until he died. I did not touch the revolver. I was ordered by the gunner to remain sentry over the cabin door and allow no-one to enter.

Mr. Read—There is a rumour that the deceased was in some trouble through drink and was in fear of a court-martial. I should like to ask Capt. Domville if that is so.

Capt. Domville—The only reason for that rumour can be the fact that there is an Admiralty order against officers' wine accounts being excessive, and I had had to warn him to reduce his wine bill, or I should have to call the attention of the Admiral to it, and he had accordingly reduced it, but he certainly had no reason to apprehend any trouble. That was on the 15th of June, on the way up the Yangtze.

Private D. Johnson, said he was Lieut. Heygate's servant. The deceased kept the revolver on a shelf above the foot of his bed. The revolver was not loaded as a rule. Witness last saw the weapon in its case on the shelf, about an hour before deceased shot himself. Witness did not take it down. He last handled it about four or five days previously, and was certain it was not loaded at that time. The cartridges were kept in a leather pouch beside the weapon. Deceased had not used the revolver to witness's knowledge since he had been in the ship. He could not reach the revolver from his bed without sitting up.

The jury returned a verdict that deceased died from a self-inflicted bullet wound, but

whether by accident or design there was no evidence to show, and there was no apparent motive for suicide.

CANTON TRADE REPORT FOR 1896.

The following is the report of Mr. R. E. Breton, Commissioner of Customs at Canton, on the trade of that port during the year 1896:—

LOCAL.

If anyone wanted to get an idea of the prosperity of an average Chinese district and particularly limited to the asking of a single question, that question ought to be of the rice. The abundance or failure of the rice harvest, perhaps more than any other consideration, influences the peace and plenty which the rural population enjoys. Happily, in 1896 the harvest was not only sufficient to make it easy to export, but was a superabundance which might have been profitably exported had the law-givers allowed. In ordinary years a certain amount of Canton rice is always shipped abroad with the concurrence of the officials, to feed those of the Chinese race who are working for a fortune in distant lands and foreign colonies. More or less is sent away even in years of scarcity, and the price it brings is re-invested in a cheaper Yangtze kind, to supply local needs and bring profit to the dealers. In 1896, in consequence, as alleged, of a disturbed state of affairs in California—of course, by implication, among the Chinese there,—the export of rice has been prohibited rigidly, with the object of bringing the troublesome element within the golden gate to reason by diminishing its food supply. It is said that a certain amount still goes out, but for the truth of this statement I will not vouch. In spite of the rice abundance, there seems to be a stringency of money and less to spare for luxuries. Cash are dear compared with silver and commodities do not seem to be purchasable with any smaller number. As bills and debts have mostly to be paid in cash, the poorer people have nothing left after providing for actual necessity. On the other hand, it is generally held that the standard of living in these parts is getting higher every year.

REVENUE.

Revenue and values have fallen off, mainly because the import of opium and foreign goods through the Custom House has declined. The piece goods deficit may have been to some extent compensated for by an increased junk-borne import, and on this point the Kowloon and Lappa Reports will doubtless enlighten us; but the reduced import of opium, I am afraid, shows a revenue loss for which we have no compensation, and which there is only too much reason to think we shall continue to suffer as years go on.

FOREIGN TRADE.

(a.) Imports.—With a very occasional exception, there is a decrease in every kind of foreign produce. Cotton piece goods, woollens, metals, cotton yarn, all show figures on the wrong side. I am told the natives are manifesting an inclination to prefer Nankeens to foreign cotton goods, on the ground that they are cheaper (by the time the latter get inland) and more durable. On this point no doubt some of the numerous Commercial Commissions now abroad will be able to throw more light than I can. Cotton Yarn jumped from \$28 a picul in the beginning to \$35 at the end of the year. This is said to be due to a reduced output in India, and that, in turn, to have resulted from the influences of the plague on Bombay mills through their workers. As might be expected to occur, a certain proportion of the cotton which ordinarily would have been worked up in India was exported in its unmanufactured state, and some of it came here and swelled the raw cotton total by some thousands of piculs. Flour shows a reduced import at, and perhaps because of, an enhanced price, presumably a consequence of the rise in wheat value in the United States. But foreign flour is becoming appreciated and there is a demand for it, and so long as it can be landed here cheaply, there is a market for a considerable quantity; if, however, America has to supply Europe at practically her own figure, she cannot and will not supply China at

Chinese prices. The business is being very keenly pushed by the Californian milling people, they being the ones who, for American reasons, profit least by the European rise. Matches, which are made locally, and badly, in several places in the district, notably about Fatahan, tend to drive foreign matches down in, and perhaps out of, the market. On the other hand, that imported matches can and do go into the interior with the privileges of a transit pass, which the native articles cannot get, is a great advantage to the foreign, mainly Japanese, articles. Kerosene oil has enormously advanced. To it also the transit Pass system has done a good turn, for by this means much of the oil arriving here now goes up the North and West Rivers, and it is probable that increased quantities will be sent in the future. The duty on an increased import is, however, hereafter more likely to swell the receipts of the new Samshui and Wuchow Customs Houses than of this office. Most of the kerosene used in the city comes by junk, and the trade is in the hands of a syndicate which, in return for a monopoly, guarantees \$160,000 a year as likin on all that passes under their cognizance—in other words, all that comes in.

(b.) *Exports.*—These may be for convenience divided into three classes; silk, principally for the Continent of Europe; tea, entirely for London; and general cargo, the bulk of which goes to America. In silk the principal features to note are the generally lower prices than those prevailing at the end of 1895; the abstention from the market of buyers for the United States until the time when the Presidential election was assumed to have settled the fiscal and currency policy of the nation; the frequent and sudden fluctuations in prices, which made time purchases risky and in most cases unremunerative. The year's crop is reported to have been small, but in consequence of old stocks having been drawn upon, the season's—differing from the year's—export was somewhat increased. It is said not to have been a profitable period for the Chinese. The merchant to whom I referred for information regarding tea describes it as "sorry" trade, and as the export is annually diminishing, as the demand is limited to the requirements of a very few people, and as the profits barely pay charges and commissions, it is no wonder the tea business attracts no new votaries and discourages the old traders. The quality of the first crop was poor, but the later yields improved as the season went on. Fashion in England and taxation in China (which of course presses heavily on the lower grades) are the reasons given why Canton tea, which is as good in the main and of its kind as it ever was, is gradually disappearing as an article of commerce. The export shown in our returns, particularly the comparative table, is calculated to mislead: very little tea goes by steamer. The practice here among foreigners is to buy tea f.o.b. ship in Hongkong. The Chinese sellers find it cheapest to send it alongside the vessel by junk from here, in that way saving in freight and transshipment charges, and perhaps duty. Regarding miscellaneous exports, I may say briefly that Cassia products were of poor quality and high priced. Matting shows a record export, especially to America; this is one of the articles against which the United States is for some reason calling for "protection." It is proposed to fix the duty at $7\frac{1}{2}$ gold cents per square yard—which would be equal to about the actual cost of production,—with a probable effect on the trade which I need not even hint at. The shipment of fans, fire-crackers, canes, bristles, and such wares has been fairly maintained, and in all these business was up to average. An interesting fact comes to my notice concerning silk piece goods and embroideries, once a great Canton speciality. The trade almost left Canton and went to Japan, where the manufacturers laid themselves out to produce low-priced goods and to cater to foreign tastes, to such an extent indeed as to make people somewhat tired of cheap Japanese ware. Now, since the war, everything has so increased in price in Japan that Canton looks like getting a chance again; but as the old trade went, so the old workmen disappeared, and it is at present a question whether orders can be executed even if offered. Buying prices in all these sundry goods rose as the cash exchange went up. Still the money

expended seems to have recovered, with a trifle more.

(c.) *Re-exports.*—remarks.

CST TRADE.

(a.) *Original Imports Coastwise and (b.) Reshipments* *otherwise* do not call for special notice.

(c.) *Coastwise Arrivals.*—The one feature worthy special note is the large import of beans appears from the northern ports. Of course during the Japanese occupation of Manchuria the farmers had not the inclination, even if they were in the position, to do much; but 1895 they returned and good crops were raised, perhaps as the result of a year's low. This caused a large export to southern ports and an import here greater than needed. The result was low price and loss to the dealers.

INLAND TRANSIT.

(a.) *Inwards.*—During the year the transit question has been forced on the local authorities with considerable vigour by the Acting British Consul. In consequence, the right of foreign goods to claim transit pass privileges is now admitted and the passes are coming to be respected in the interior. The position is so clearly defined that during 1897 a considerable transit business is very likely to be done in the Kwang provinces. In 1896, 86 passes, covering over Hk. Tls. 50,000 worth of goods, were taken out.

(b.) *Outwards.*—No outward passes were issued, though I understand the matter is under discussion. There seems to be a hitch over the question of making applicable to this port the Chinkiang rules as they are or with modification. No Chinese has so far applied for a transit pass here.

SHIPPING.

The year's figures "beat the record." Though sailing vessels appear occasionally and are entered in our returns as such, they are always towed here from Hongkong by steam-lanches for a ship sailing to this port is, I may say, nowadays unknown.

PASSENGER TRAFFIC.

Passenger traffic does not grow as one would expect. Nearly 80,000 fewer Chinese travelled between here, Hongkong, and Macao than in 1895. The rates are very high, being over a cent a mile for natives, unless they are prepared to take such comfort as can be got by spreading their mats on the steamer's lower deck, where they are carried for half as much. As to the foreigner, he pays more to be carried leisurely to Hongkong than he would pay to cross the Irish Sea—a greater distance—in an express steamer.

TREASURE.

There is a marked advance in the export, which is double the average of the past few years. As the province has to remit some two millions of taels for the service of the recent loans and thereby adds so much to the outgoing funds, it may be that this accounts for some of the increase, especially as probably the financing of such business has not yet been settled and is conducted in the crude form of silver shipments. The mint is continuing its work and is now turning out cash as well as silver coin. In 1896 it produced more dollars and less subsidiary coin. The dollars are chopped, defaced, and deformed, and simply accepted at bullion value. The subsidiary coinage seems to meet a want, and a good deal of small business is done in cents instead of cash. Unfortunately, there are many unofficial silver coins in circulation, but the law against counterfeiters has been made very rigid, and, I hear, in some cases has been enforced.

OPIUM.

(a.) *Foreign* and (b.) *Native*, for they may be spoken of together. Of the former the import decreases every year and the use of the latter grows. I have little doubt that the decline in the foreign drug is permanent, and that it is the improved quality, cheaper price, and therefore increased use, of the native article which is driving the Indian out of the market. All native opium here is called *Yun-tu*, because it comes down the West River from the Yunnan direction. It pays about Tls. 6 a picul in Kwangsi and about Tls. 14 in Kwangtung. The Kwangtung opium likin receipts are variously stated at Tls. 50,000 to Tls. 80,000 per annum, and I believe the latter figure is not above the mark; that would mean

6,000 piculs a year used in the towns, villages, and country in this province, most of it about Canton. There are even indications that it may be exported for morphia manufacture, for it is said to be as rich in the narcotic alkaloids as Turkish or Indian.

MISCELLANEOUS.

The condition of the province is in no sense satisfactory. Brigandage, piracy, and robbery are rife, even in the city and suburbs; and such offences go unpunished in many cases. The finances are in a very depressed condition, due principally to the demands made for interest and principal of loans connected with the Japanese indemnity, and the officials responsible for the finance, especially when they see the West River likin slipping away and the transit pass everywhere asserting itself, are getting near their wits' end. It is for them a serious question, which it will require very capable men to grapple with, as with likin no longer to be depended on it seems that nothing short of an entire change in the fiscal system will be anything but a hand-to-mouth policy—with the hand mostly empty. The local loan raised here in 1894, of which the Commissioner is bursar, has done well. The various payments for its service have been regularly met and the interest duly paid. It is a curious feature how tardily bondholders come for their interest; though three payments have been made, the interest coupons of a certain number of bonds have never been presented. The institution for raising healthy silkworms, referred to in the 1895 report, has been in difficulties. Those carrying it on incurred the ill-will of some literati, who pressed them in every way possible, even invoking foreign aid against them. They were obliged to leave their quarters, and I have grave doubts if they can get new premises in that neighbourhood.

The usual résumé of the value of the trade is appended:—

	Hk. Tls.
Net Foreign Imports, market value	12,199,086
Net Native Imports, market value	13,604,725
Net Imports	25,703,811
Deduct Duties and Likin paid at Canton	959,695
Net Imports, minus Duty	24,744,116
Deduct 7 per cent. for importers' profit, etc. ..	1,732,088
Imports, value at moment of landing	23,012,028
	Hk. Tls.
Original Exports, market value	20,456,32
Add Duty paid at Canton	680,522
Exports, plus Duty	21,137,054
Add 8 per cent. on market value for exporters' profit, etc. }	1,636,523
Exports, value at moment of shipment	22,773,577

KOWLOON TRADE REPORT, 1896.

The following is the report of Mr. H. M. Hillier, Commissioner of Customs at Kowloon, for last year:—

LOCAL.

There is a decline of something less than Hk. Tls. 1,000,000 in the value of the year's trade, distributed in the following proportions between its three divisions:—

	Hk. Tls.
Imports: From Hongkong to China	434,935
" " " China to China	449,537
Export: To Hongkong	112,500

Total ... Hk. Tls. 996,972
These figures represent a loss of a little more than 2 per cent. of the gross volume of the trade of the preceding year, and before deducting from them any conclusions as to the general conditions of the trade of that portion of China to which access is attained through the waterways about Kowloon, the statistics of the junk trade of Kowloon should be studied side by side with the returns prepared by the Customs at Canton of the trade with that port in vessels of foreign type. The two are so intimately associated that any slight change in the fiscal or commercial circumstances of either may partially divert the current of trade from the one channel to the other, and a loss on this side may appear as a gain on that. As a case in point I may mention an interesting circumstance in the year's history, which, though pertaining more properly to the annals of Canton, had the effect of

withdrawing some 15,000 cases of kerosene oil and a quantity of other merchandise from junks to foreign vessels. I refer to an attempt, which in the end succeeded, of several foreign traders to escape payment of the Ching-fei tax, and settle the question of the validity of transit passes by escorting their own merchandise covered by transit pass to Wu-chou-fu, its inland destination, where they watched its fortunes after its purchase by native merchants.

REVENUE.

The increase of Tls. 36,641.9.4.8 is accounted for thus:—

INCREASE.	Tls. m.o.c.
Export Duty (excluding Opium) ...	17,470.0.2.1
Import Likin (excluding Opium) ...	5,433.9.6.5
Export Likin	6,646.7.0.7
Import Ching-fei (chiefly Kerosene Oil)	27,035.0.9.9

Tls. 56,585.7.9.2

DECREASE.

Import Duty (exclusive of Opium)	7,215.4.4.8
Opium Duty	3,471.6.2.6
Opium Likin	9,257.6.7.0

Tls. 19,943.8.4.4

Net Increase.....Tls. 36,641.9.4.8

In addition to the total collection of Tls. 579,202.8.2.5 under the above heads, Tls. 27,403 were collected for granary tax on rice and paddy exported abroad, which amount was in excess of the previous year's grain tax by Tls. 10,606. The increase of Ching-fei on kerosene oil alone amounted to Tls. 25,056. The advance of import likin, coincident with the decrease of import duty, is again apparent, and, as explained in my 1895 report, is probably due to the augmented trade to Canton. The decline in opium revenue is perennial; its proportions are slightly accentuated.

FOREIGN TRADE.

(a.) Imports.—Every description of cotton piece goods from Western countries except figured shirtings, drills, and cambrics, has fallen off the total import being about 35,775 pieces, as compared with 40,572 pieces in the previous year. Japanese cotton textiles have, on the contrary, nearly doubled their record for 1895, and have reached the substantial figure of 22,733 pieces, which seems to prove that their undoubted cheapness is not their only merit. Indian cotton yarn has jumped to 55,310 piculs, an increase of 25 per cent., which has been more than counterbalanced by the diminution of the yarn carried by steamer to Canton. Taking the Canton and Kowloon figures together, the net result for the year is a decrease of 20,000 piculs. Cotton thread has diminished from 280 to 187 piculs. Woollens also have decreased all round, the aggregate number of pieces of all descriptions being 7,686, or about 20 per cent. below the previous year's figures. A large proportion of those were sent to Canton, viz., Spanish stripes, 2,356 pieces; broad and medium cloths, 2,600 pieces; and Lustres and Orleans, 1,851 pieces. I am indebted to one of the leading merchants of Hongkong for the following information concerning Indian cotton yarn, and for the remarks on opium at the end of this report. The trade in 1896 was very unprofitable to importers, and during the latter half showed very heavy losses. Although prices advanced considerably in China, the rise was not commensurate with the fall in the rate of exchange between here and India. The native dealers, however, one and all made large profits, and it is reported that, as a consequence, one or two new hongts have started business since the Chinese New Year. The rise in price, due to the fall in rupee exchange, is not considered healthy for the trade, as it invites competition from other places; the closing of the Bombay mills, on account of the plague, is likely still further to raise the price, and Japanese yarn is said to be reaping the advantage of the situation, large quantities being bought by Chinese even in advance of arrivals. The heavier metals are mostly shipped by junk to Canton direct, though the Shantak and Tungkun districts absorb a considerable quantity. Over one-third of the shipments of old iron went to Chantsun, in the Shantak district. Nail-rod, bar, and old iron all show a marked decrease, while

iron wire, pig iron, lead in pigs, and old yellow metal exhibit a slight improvement; but the net result is falling off representing a value of some Hk. \$48,000. Of foreign sundries, kerosene oil shows a net increase of 830,795 gallons. The shipments to Shantak nearly equalled those to Canton, and there is no article of trade so generally carried by junks to all the marts supplied by way of the Kowloon Stations, as will be seen from special table No. 5, which is well worth studying. The American product has increased by 716,175 gallons, the Russian has decreased by 544,265 gallons, and the Sumatra, with a rise of 658,885 gallons, has nearly doubled the preceding year's figure. The last named is likely to show a still greater development as soon as the tanks now under construction by a German firm in Hongkong are ready for storing the oil in bulk. The export of rice advanced by 614,000 piculs. The port was chiefly in the first half of the year; during the latter half, owing to the good crop in Kwang provinces, the import fell off, and a somewhat unusual quantity was exported. The arrivals of paddy decreased by over 1,000,000 piculs.

(b.) Exports.—The following articles show conspicuous increases, to the extent indicated by the appended figures:—

Fans, Palm-leaf	7,955,000 pieces= 34 %
Hides	4,944 piculs=346 "
Matting	53,700 rolls = 39 "
Oil, Ground-nut	9,609 piculs=338 "
Rice	124,507 " = 60 "
Silk, Raw, White	510 " = 18 "
Sugar, Brown & White	32,336 " = 20 "
Planks, Soft-wood	2,986,352 sq. ft.= 50 "

The advance in soft-wood planks was probably in consequence of building activity in Hongkong. There was a considerable export of rice from Canton towards the end of the year, and as the price of grain there remained exceptionally high, the permission to export was withdrawn by the authorities. There is a growing and widespread demand for palm-leaf fans, which is said to extend to South Africa. The ground-nut oil crop was more productive than that of 1895. Notable decreases, to extent shown, will be found in the following products:—

Cassia Lignea	9,500 piculs = 12 per cent.
Clothing, Silk	254 " = 21 "
Fire-crackers	15,000 " = 9 "
Salt	205,643 " = 80 "
Silk Cocoons	313 " = 18 "
" Refuse	64 " = 10 "
" Piece Goods	324 " = 6 "
Tea, Black	10,658 " = 14 "
Tin-foil	4,698 " = 64 "

The decline in silk clothing and silk piece goods is attributed to the enhanced price arising from the demand for raw silk for export.

(c.) Re-exports.—Nil.

COAST TRADE.

(a.) Original Shipments Coastwise.—Nil.

(b.) Coastwise Arrivals (i.e., produce exchanged between Chinese ports via the Kowloon Stations).—In the decrease under this head the most important commodities are split bamboos, dried and salt fish, fine grasscloth, mats, prepared opium, salt, and tobacco leaf. Coarse grasscloth, rice, and paddy are among the few items showing an increase.

Hongkong-Macao Trade via Changchow and Capasmoon.—The junk trade from Hongkong to Macao aggregated Hk. Tls. 2,579,000 as compared with Hk. Tls. 2,429,000 in the previous year. The chief articles carried were piece goods, metals, beans, coal, coke, betel-nuts, fungus, kerosene oil, and ground-nut oil in increased quantities; and cotton yarn, indigo, rice and paddy, vermicelli, and macaroni in reduced quantity. From Macao to Hongkong the trade was valued at Hk. Tls. 1,224,000, an improvement of over Hk. Tls. 260,000 on the previous year's figures, the leading items being brassware, palm-leaf fans, fire-crackers, packing mats, ground-nut oil, and brown sugar.

SHIPPING.

The year shows a decrease in the number of junks, both inwards and outwards, as compared with 1895, which had the highest total on record. It still, however, makes a good second on the list. More passed inwards to China and fewer outwards from China in ballast; 137 more junks traded between Hongkong and Macao; between Hongkong and Annam the number rose from 4 to 8. Only

4,438 steam-launches visited Kowloon during 1896, as compared with 7,368 in the previous year. The closing of the gambling-houses has undoubtedly deprived the inhabitants of a brisk trade and of facilities of communication with Hongkong—a loss which, though not without its benefit to local morals, is much deplored by the shopkeepers, who have made several vain attempts to restore the old order of things.

PASSENGER TRAFFIC.

The passenger traffic to Chinese Kowloon has decreased by about 90,000, and from Chinese Kowloon by 75,700—also the result of the dwindling prosperity of that neighbourhood. The aggregate number of passengers through the other Stations falls short of the preceding year's total by 13,000.

OPIUM.

(a.) Foreign.—The history of the years 1888-95 has been repeated in 1896. The amount declared for import at the Kowloon Stations is smaller than in the previous year by 115 piculs. The following is a comparative statement of five years' imports, from which it may be concluded that the day is not far distant when the drug will entirely disappear from the trade returns of this office:—

1888.	1889.	1890.	1891.	1892.
Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
2,851	2,453	1,810	1,447	961
1893.	1894.	1895.	1896.	

Piculs.	Piculs.	Piculs.	Piculs.
916	640	530	415

The total imports in Hongkong were:—
Malwa. Patna. Benares. Persian. Turkey. Total.

Chests.	Chests.	Chests.	Chests.	Chests.	Chests.
7,576	17,883	5,008	3,687	54	34,208

a decrease of 2,401 chests. The stock at the end of the year was:—

Malwa. Patna. Benares. Persian. Turkey. Total.

Chests.	Chests.	Chests.	Chests.	Chests.	Chests.
286	2,023	521	586	...	3,416

The exports by steamer to Chinese treaty ports amounted to 26,363 chests. The Indian opium trade was anything but satisfactory both to importers and Chinese dealers. Though there have been no failures among the latter, two hongts have stopped business. The importers sustained losses through the fall in the rupee exchange without a corresponding rise in the prices of the drug in China. There is also no doubt that Chinese opium is slowly but surely supplanting the Indian; nor is there any question that the enhanced prices of the Indian have been a great impetus to the growth of the Chinese drug. The shortness of the Bengal opium crops year after year and diminished auction sales by the Indian Government are partly responsible for the rise in price, but the chief factor is the fall in rupee exchange.

(b.) Native.—None has passed through the Kowloon Stations.

MISCELLANEOUS.

The net value of the trade for the year is shown below:—

	Hk. Tls.
Foreign Imports from Hongkong...	21,124,268
Native " " " "	3,482,122
" " " China to China ...	2,216,242
Exports to Hongkong ...	22,565,590
" Hongkong to Macao ...	2,579,430
" Macao to Hongkong ...	1,224,749

H.M.S. *Narcissus* has left Kobe for Korniloff Bay (a few miles south of the boundary between Korea and Russia). She meets the flagship *Centurion*, *Alacrity*, and *Hart* at Douglas Inlet. On or about 24th inst. the *Grafton*, *Immortalité*, *Handy*, *Archer*, and *Redpole* will join them at Korniloff Bay and a course of fleet torpedo drill and submarine mining evolution will be gone through. Afterwards the squadron will separate at Otaru, the *Centurion* making for Barracouta Bay and the other vessels going in pairs to various ports in the Gulf of Tartary. The ships are to assemble at Hakodate about the middle of August, according to the *Kobe Herald*, when they will meet the *Humber* with stores from Hongkong and some colliers with supplies of Cardiff coal. The latter craft are reported to be due at the northern port on or about 20th August.

SERIOUS FIRE AT SHANGHAI.

Shanghai, 16th July.

A serious conflagration broke out at about 4 o'clock yesterday afternoon in the Ching Chong match factory, on the Singkeipang Creek. The fire originated in the dipping room and was caused by one of the workpeople treading on some loose matches. Owing to the inflammable nature of the surroundings the flames spread with almost inconceivable rapidity and in a few minutes the whole building was in flames. The fire brigade showed their usual promptitude in turning out, but owing to the lack of hydrants in the vicinity it was some time before they got to work. Two hand pumps belonging to the factory had been got to work to pump water to the burning buildings from some small fire-wells in the compound, but their feeble efforts made no impression on the flames. Eventually the Hongkews and Victorias sent for their engines and on these arriving they were at once got to work to pump water from the Singkeipang Creek. In the meantime the fire had spread to a number of native dwellings adjoining the factory, and it was only by the most strenuous efforts that the flames were held in check. Towards six o'clock the conflagration had almost spent itself and began to yield to the volumes of water thrown on it and by seven o'clock all danger of its further spreading was over. The total amount of damage done is not yet known, but the building in which the fire originated, together with 45 native houses, was totally destroyed. The houses were all inhabited by matchbox makers, to the number of about 400, all of whom are thrown out of employment for the time being. The factory was insured for Tls. 30,000, which is only a partial loss, and the houses destroyed for about Tls. 3,000.—*N. C. Daily News*

THE "PEGU" PIRACY.

HOW IT WAS CARRIED OUT.

Singapore, 13th July.

The *Pegu* was pirated by eleven Achinese men accompanied by one Achinese woman. These came on board at Edie.

Captain Ross and the European engineer were attacked while at table at dinner. The captain was immediately killed, but the engineer only received slight flesh wounds.

The other people killed were three of the crew, three Chinese passengers, and a Kling gunner.

Fifteen were wounded, eight of them severely; and one has since died.

The pirates got away with the booty, including about fifteen thousand dollars in specie. They escaped by going ashore in the ship's boat.

The serang then navigated the *Pegu* to Teluk Semawe, where she is now.

The Governor of Acheen is expected at Teluk Semawe.

The piratical attack on the *Pegu* gives some idea of the dangers which beset pepper-traders on the Achinese coast. The *Pegu* traded for pepper with ports that have been frequented for commercial purposes for many years, despite the treacherous character of the people. Security only set in with the Dutch occupation of the coast, when the Acheen war began in 1873. Edie, on the N.E. coast, and Teluk Semawe, on the N. coast, the ports between which the outrage occurred, are held by Dutch garrisons. Dutch men-of-war also cruise about. The power of the Dutch in that quarter is limited by the hostility of the people, who have long been noted for their piratical instincts. The exercise of Dutch authority has, however, curbed the latter. In short, the garrisons and the cruisers act as a check on the people of the land, and piracy on ocean-going vessels has become rare. It is four years since anything like the *Pegu* tragedy happened. The Achinese, in the same section of coast, then raided the *Rajah Konjsee Atjeh* with equally sanguinary results. The coast there is notoriously unsafe, and those who trade in pepper run terrible risks. They can only slacken vigilance and neglect precautions at their own peril. In this case, Captain Ross, the murdered master of the *Pegu*, knew the bad character of the people from personal experience, and the Dutch authorities had given him ample warning of the

danger he incurred. The Dutch Government cannot do much more at present. Most of the land forces have enough to do to hold Acheen Proper, and only small detachments can be spared for the coast States which have to be looked after by a naval force that requires strengthening. Under these circumstances, masters of vessels trading to Acheen have to exercise incessant vigilance. The money and articles of trade on board are standing incentives to the cupidity of a people whom fear of Dutch authority alone restrains from open piracy. Passengers coming on board have to be searched for concealed arms; in one instance, the raiders hid the weapons in rolls of mats. In short, safety depends upon a sharp lookout, and upon keeping one's weather eye open.—*Straits Times*.

Supplementing our information regarding the piracy of the *Pegu*, we learn that the Achinese who raided the vessel got their weapons on board concealed in the sarong of a woman, who accompanied them and who was not examined. It seems that it had been Captain Ross's custom lately to search passengers for arms, but that he did not think it necessary to examine the women who were on board. The affair took place between Paran Busuk and Simpang Olim which is almost the exact spot on which the tragedy of the *Rajah Kingsee Atjeh* occurred. The engineer, Mr. Craigie, who was slightly wounded, was making his first voyage on the *Pegu*. The Achinese took a considerable amount of booty in addition to the specie, and required two of the ship's boats to convey the spoil on shore.—*Straits Times*.

Penang, 12th July.

Penang has been once more thrilled with the account of another daring piracy which was committed off the coast of Acheen on Thursday, July 8th.

The s. s. *Pegu*, Captain Ross, left this Port on Wednesday, 7th, for her usual run to the north of Sumatra. She reached Edie safely on the 8th, and left that port for Teluk Semawe the same evening at 5.30 p. m. Among the passengers who went aboard at Edie were eleven Achinese passengers and one woman, booked for Segli. All was apparently going on in the usual way, but while Captain Ross and Mr. Craigie (of Ipoh, replacing Mr. Foggie as Chief Engineer, that gentleman being unwell) were at dinner in the saloon, about 7 p. m., the vessel then being off Pari Busuk, six armed Achinese suddenly broke in upon them by one door and two by the other. Both Europeans, though taken at great disadvantage, defended themselves as well as they could with their chairs, but their opponents so slashed their hands that any effective resistance became soon out of the question. Mr. Craigie, however, succeeded in getting on deck, and thence into the engine-room, where he was not followed. Captain Ross also managed to drive his way through and reached the deck, hotly pursued by his savage assailants, one of whom had meanwhile laid hold of the carving knife from the table. As the unfortunate skipper, wounded as he was, struggled to get to the bridge this man stabbed him terribly in the abdomen, and when he fell the rest of the piratical gang surrounded the prostrate man and hacked him about dreadfully, actually disembowelling him, and leaving him as a mangled corpse on deck.

The mate and the steersman were the next to be attacked. Both these men were on the bridge, and in spite of what resistance they could offer were soon cut down. The serang, however, climbed up the funnel stays, and thus escaped the onslaught of the pirates. Returning to the deck two more of the crew, and three Chinese passengers were killed, thirty or forty more passengers, according to one account having been killed or met their death by jumping overboard. The vessel was then thoroughly looted. One of the Achinese was placed at the wheel to steer the ship nearer land, others plundered the Captain's cabin, taking a repeating rifle, and a revolver. The safe was opened, \$15,000 taken therefrom, two boats lowered from the ship, and the pirates made off in the direction of Simpang Olim. The Serang then took charge of the vessel and steered her to Teluk Semawe, where she was taken charge of by the port authorities.

On her arrival fifteen men on board were taken to hospital, more or less wounded, and one of them has since died. The vessel was a very charnel house, the deck being bespattered with blood and the entrails of slaughtered. The serang's hands were terribly bruised, and when he got to Teluk Semawe he dropped down fainting. Mr. Craigie does not appear to have been much injured, and is doing fairly well. We are awaiting further details.

Captain Ross has been in trade here for the last fourteen years. He was on the *Fair Malacca* and *Perse*, and then joined Messrs. Leng Cheek & Co's. *Washi*. In 1885 he brought out the *Malacca* from home. He was a marked man by the Achinese and knew he carried his life in his hands. The news of his death has been received with the greatest regret, for he was very popular in Penang.

It is believed that the woman who came aboard at Edie had the weapons of her male companions hidden on her person. The men were examined for concealed weapons, but the woman was not examined.

The *Free Press*, from which we take the above, adds the following:—It may be remembered that in the case of the piracy of the *Rajah Konjsee Atjeh*, which took place exactly four years ago at the same place, the piracy was carried out in much the same way. A number of Achinese came on board as passengers, and just when the vessel had weighed anchor and had begun to turn her propeller ahead, a boat with an old woman approached the ship at a fast pace hailing the ship to stop. This was done and the old lady was helped on board by the Achinese who also assisted to pass up out of the boat sundry bundles of mats and bedding. It was afterwards known that in those bundles were secreted the krisses and parangs with which the piracy was perpetrated, the mattresses being cut open during the night and the weapons distributed to those who were in the plot. This should be a warning to all masters of vessels plying on the Sumatra coast. It was evidently to a woman passenger that the Achinese in both cases looked for the smuggling of their weapons on board; with, sad to say, too complete a success in both instances. We understand that the steamer *Pegu* has now arrived in Penang.

THE LATE CAPT. H. ROSS.

We (*Free Press*) are now able to give some further particulars of the late Captain Henry Ross, of the s. s. *Pegu*, who was murdered by Achinese on the North-east coast of Sumatra, while on a voyage from Penang to Oleh-leh.

Capt. Ross was a comparatively young man, being 33 years of age, and was a native, Carnoustie, Forfarshire. He has had a varied experience, serving his apprenticeship on the barque *Ranger* from Dundee. He then became second officer of a ship sailing out of Cardiff, and going down below to get a coil of rope, struck a match and ignited some explosive gas, which blew up the ship. The Captain and another, who were crossing the deck, were blown to pieces, and Ross was severely burned. He subsequently became chief officer of the *Elgin*, which was lost on the Bombay Shoal. He took charge of one of the boats and was picked up by a French man-of-war and taken to Hongkong. Captain Ross saw that there was money in the Acheen pepper trade, and embarked upon it some years ago. He was a keen man of business and would buy the pepper himself, also forwarding it to London. Although he has been twice attacked by Achinese who have attempted to raid his boat, he was absolutely fearless. Told by a friend that the third time might be fatal, he simply ignored the warning, with a fatal result this time. The late Captain Ross leaves two children at Carnoustie, his wife having died about two years ago.

We await further details of the outrage, but it would seem that sufficient precautions are not taken in these coasting vessels, which frequently contain valuable cargo and specie, and seldom not sufficiently manned or armed to resist the determined attacks of these fierce natives. Generally an officer stands at the gangway with a loaded revolver and makes every native deliver up his arms when coming aboard. A neglect of

that precaution, or stowing the arms where they can be regained, might easily give these desperate characters the opportunity they seek to attack and plunder the ship.

SERIOUS RAILWAY ACCIDENT IN JAPAN.

The climax of railway accidents which have unpleasantly been frequent of late in Japan was reached by an accident which happened on the Nakasendo line of the Japan Railway Company on Sunday 11th July. An up train, consisting of twelve cars, left Mayebashi at 10.04 a.m. and arrived at Fukaya at 11.30. When the train was leaving the latter station under reduced speed a freight train, loaded with bricks, which had been coming up from a branch line to effect a junction with the main line, in spite of the signal hoisted, collided with the other from the side with terrific force. Three carriages, a first, second and third, were shattered like match-wood and all the others were derailed and overturned in the paddy field which proved rather fortunate in lessening the effects of the shock to the occupants. Of the three cars smashed there was no passenger in the first-class car but in the second-class there were twelve passengers, two of whom were seriously injured but the rest managed to escape with comparatively slight injuries. Altogether seven persons, including two women, were most badly hurt; the recovery of two of them, a man and an old woman, is said to be doubtful. Needless to say all the passengers who had the misfortune to be in the train were more or less injured. The disaster occurring as it did very close to the station every possible assistance and treatment were extended to the unfortunate people soon after the occurrence. Such a catastrophe is said to be unprecedented in the annals of the Japan Railway Company. The two women who are included in the list of injured are mother and daughter and are reported to be living at No. 39, Bluff, Yokohama. They had been at Ikao and were on their way home when they met with the disaster.—*Japan Gazette.*

TIGERS NEAR FOOCOW.

Foocow, 17th July.

There was quite a flutter of excitement in the port last Monday when the news got round that a Kuliang tiger had been shot. A number of foreigners and a crowd of Chinese went to Mr. Siemssen's hong to see the animal. It proved to be a young tigress, a lightly built and beautifully marked beast. She measured 7 feet 11 inches from the tip of the nose to the end of the tail, and weighed 205 lbs. Native report has it that on cutting her up it was found that the Celestial Nimrod had "killed two birds with one stone." It may be so, but she had kept her secret well. There are two or three stories current as to how she came by her death but the most likely one appears to be that a cross-bow with a poisoned arrow, set spring gun "fashion," did the deed. The native hunter states that the poison did its work in two or three minutes. It would be interesting to know the ingredients used in the manufacture of this apparently very deadly compound, but so far we have not been able to arrive at this. One enquirer was told that an extract of wasps and some portion of a lizard formed a part of the mixture. The hunter spoke confidently of bagging several more "monarchs of the jungle" and if we may credit all the reports we hear he should have no difficulty in doing so, though the statement made by a gentleman at the Club the other evening, that one had only to go into the garden of a Kuliang house and say "shoo" to see the tigers going over the walls like sparrows out of a rickyard, is open to question.—*Echo.*

The following express was issued at Shanghai on the 16th July by the Shanghai-Langkai Tobacco Co., Limited, as a notice to shareholders:—"The following telegram has been received this afternoon from the General Agent, Mr. McBain.—'Pipe, broken amidship, pumping second hole, 150 feet pinion stripped; estimated delay within a week, miles of Petroleum.'"

NOTES FROM VLADIVOSTOCK.

Mr. J. T. Mannix writes to the *N. C. Daily News* from Vladivostock under date of 27th June:—

The chief engineer of the great Siberian-Manchurian line, with a considerable number of assistants from St. Petersburg, were passengers on the *Nagato Maru* which arrived in this port to-day. The party includes a number of Russians who are very brilliant in their profession of engineering. They had a delightful voyage along the coast and were much interested in what they saw of Korean life, and in other features of a voyage which was thoroughly "international." There were some passengers aboard the *Nagato* who took the steamer at Hongkong, and these enjoyed a trip which was exceedingly interesting. The British subjects among the passengers were delighted all along—Hongkong, Shanghai, Chefoo, Chemulpo, Nagasaki, Fusan, Gensan—with the interest shown by the government representatives of those communities in the Diamond Jubilee. But there was nothing to delight these people in what they found in Vladivostock. Not a cannon was boomed, not a flag was raised, not a thing was done to mark the day. Perhaps this complete absence of interest in an anniversary which the world in general observed with becoming respect was due as much to the damp and very unpleasant condition of the weather here, as to the rather anti-English feeling that is found among Russians generally these days. There was a British steamer or two in port, but if the officers aboard those ships celebrated they were not demonstrative enough to disturb the silent hundreds on the neighbouring Russian warships. It is entirely probable that Vladivostock is the only port of considerable size in any civilised country in the world where there was absolutely no observance of the remarkable occasion. That there exists in this community pronounced anti-British sentiment it does not require long to determine. The Britishers aboard vessels appreciate the feeling, and while they understand they will never be subjected to personal insult or indignity, they spend very little time ashore. Whether so queer and apparently inconsistent a combination as Russia, Germany, and France has been formed or not, it is nevertheless a fact that the commercial representatives of these three countries get along very nicely and harmoniously as bed-fellows in Vladivostock. There is no doubt at all that Britishers are looked upon with suspicion by some of the secret agents of the Russian government here.

The Russian Government is determined, if possible, to frustrate the work of nature, and keep this port open the year round. To accomplish this purpose a tremendous ice-boat has been brought from Europe. The boat arrived very recently. It is confidently expected Vladivostock will be kept open next winter. This, if accomplished, will be a remarkable thing. It has never been done yet, although an ice-breaker of good proportions tackled the "crystallisations" a couple of winters since. The new boat, the product of Danes, is of such tremendous weight, as to be able, it is said, to break ice a couple of feet thick or thicker, and do it so handily that persons aboard the craft hardly feel any special vibration. The Danish inventors and engineers who brought the ice-breaker from Europe do not appear to have the slightest doubt as to the complete success of the machine.

Business men, generally, in this section are pleased with the conditions and prospects. They have begun vigorous prosecution of the work of constructing the trans-Siberian railway, and predict such an impetus to emigration and general business after the completion of that great prospective artery as no country ever witnessed before. The chief engineer of the railway, whose arrival at this port I have mentioned has spent a good deal of time at Peking and it is understood there is now absolutely nothing in the way of going ahead with the enterprise and building the road through Manchuria, and thereby making an actual saving of 600 or 700 miles besides securing other advantages probably greater than the one named. The chief engineer is now in conference with the Russian Governor, and in a week or two there will be a confab between

these officers and representatives of Manchurian interest. These are but mere formalities to be attended to, however; and it is only a matter of another fortnight when the work of the final survey will be begun. It is the purpose to prosecute this work with all possible vigour. There are well-informed men in this community who predict that the Trans-Siberian railway will be an accomplished fact when the new century begins, and this, notwithstanding the fact that not nearly as much has been accomplished since the first rail was laid as even the conservative Russians predicted. When construction work is actually resumed many thousands of coolies, Chinese and Koreans, but particularly the former, will be put at work. It is said that 8,000 or 10,000 able-bodied natives of Manchuria can easily be secured at a rate not greater than 20 Kopeks a day.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

Tientsin, 10th July.

There is little stirring in the political world just now, but that little excites our interest far beyond its intrinsic importance. The Belgian loan is by no means *un fact accompli*, and is even now the very centre of a cyclone of intrigue. As usual, the preliminary agreement seems to have been drawn with a good deal of ambiguity and there are many meshes in the net by which the wily fish inside can escape if so inclined. The belief is common up here that France primarily and Russia secondarily are behind the agents of the little state in this matter; but in the present unhappy condition of Western competition, both in the field of diplomacy and commerce, this belief was inevitable. The Chinese plausibly give out that by giving so big a thing to a small state they obviate the jealousy consequent on the invidious selection of a greater country. It has of course been pointed out to them that the present political predominance of one Western state might best be met by giving other great powers an equal right of interference on commercial grounds: in other words that China's safest policy for the nonce would lie in the balance of outside antagonisms.

Re the premature British loan which the *Peking and Tientsin Times* heralded some six weeks ago, a curious story is going around. A preliminary contract for such a loan (as was described was really signed and all the formularies were complied with as if serious business were meant. The Peking agent is a well known ex-medical-missionary. We say *ex* because a strong disclaimer has been issued on his behalf that he is now in any way connected, except by sympathy, with the Christian propaganda. The preliminary agreement is said to have contained a penal clause that either side was to pay Tls. 100,000 in case of failure to carry on; and the story is that the Chinese are now pushing the disciple of Galen for that sum.

The Ministers are all eagerly assisting the Peiho improvement scheme, but it hangs fire in some occult way. Li is favourably disposed to the question as a very urgent national reform, and he has carried the Yamen with him. The viceroy here gives it a warm platonic support, but issues a strong *non possumus* as regards big funds. The Taotai in charge of the inception is pottering about reporting abundantly, and doing nothing. The fact is that the scheme proposed is not big enough to satisfy mandarin ambitions and desires; even Li is supposed to preferentially favour measures which involve a very large outlay in earth-cutting, dredgers, &c., &c.

Naval things are attracting some attention from those on the inner track. In native circles it is given out that Chen Neng-Tai, the naval officer in Europe, who is superintending the vessels being built in Germany and England, has reported that he has reason to believe Captain W. Lang, R.N., could again be induced to come to China; and that an urgent wire has been sent to Lo Feng Loh, the Minister, to close with him at once. This is news indeed, if true; but we have the best authority for asserting that Capt. Lang was of quite a different opinion in January last. Nothing but an urgent request from the British Government to sacrifice his personal wishes to their policy would induce him, he then said, to come to China; and even under such circumstances

he must have that free hand which the Chinese could never be induced to give.

Capt. Dundas, who arrived here ten weeks ago, is at loggerheads with Wang Wen She and the Naval Secretariat on this very question. He came out, at urgent request, to take a cadet ship and train a score or two of young naval officers for the ships which will arrive in 1898. Li and the Yamen, favour his claims for an independent command, but the local authorities here will not hear of it.

Our Jubilee celebration on the lines referred to in my last letter was a triumphant success. The day was very stormy, but we got through in between the squalls. Mr. B. C. G. Scott, our new Consul, gets warm praise for his excellent lead in the Committee and Executive work. This gentleman has thrown himself with *empressement* into the undefined and undefinable social duties which people associate with the ideal consul, and has already secured the esteem, and indeed the regard, of his compatriots here.

Mr. Chater's honours have found a strong advocate in the local organ. The *Peking and Tientsin Times* stoutly resented the remarks of its Shanghai contemporary on this subject and warmly eulogised Mr. Chater in its issue of last week. It, however, overshot the mark in disparaging Mr. Geo. Jamieson's claims to equal treatment. A correspondent takes the editor to task this week for his *Shanghaiophobia*; and indeed for some weeks past there has been a marked change in the tone of the paper generally, and in its attitude towards Shanghai in particular. We, however, so highly value and appreciate our little organ as a medium of public opinion, that we are indisposed to be censorious. It is understood locally that the paper is written by willing amateurs, and there is a wholesome proverb about the buccal chamber of a gift horse.

The *Aden* disaster profoundly affected Tientsin. It was by the merest sequence of trivial accidents that two other families and Mr. H. B. Bristow, our ex Consul, were not on board. The fate of Mr. and Mrs. Strain has aroused a strong feeling of commiseration.

Fully two hundred residents of Tientsin and North China are recuperating at Pei-ta-ho, a charming and newly discovered watering place on the Gulf of Pechili twenty miles south of Shan-hai-kwan. It is adding a new zest to life and is arousing a wonderful enthusiasm.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

The flood which, as already reported, occurred in Ka Ying district is now gradually subsiding. Nam-how, Ho-tin, Se-to, Cheung-tan, Tung-sai-sheang, and Shu-hang are the places that have suffered the most. The water was thirteen feet above the usual level. A good many houses were washed away and a great number of lives have been lost by drowning. The people took refuge on the tops of high trees. It is reported that it is the greatest flood recorded during the last century in that district. A horrible scene has been left behind. Most of the people have been rendered homeless and the great majority are starving. The Taotai of Wei-chiu-ka district has sent a telegram to the Viceroy for assistance and His Excellency has despatched a gunboat laden with rice under the charge of two Weiyun to the distressed districts. The charitable institutions are busily raising subscriptions. Another gunboat conveying rice will be sent in a few days.

A fight broke out between the villages named Tai-tong and San-chuen on the 17th instant. There has been enmity between the two villages for a long period and fights have been reported year after year. During the recent fight a number of houses on each side were destroyed and some lives lost. Last week the Magistrate of Pun-u District went with some military officers and a number of soldiers to stop the fight, which is now over. The combatants have been invited by the officers to surrender their arms and ammunition.

A riot is reported in Yang-chau district. Over ten thousand people and a large number of savages joined in the rebellion. The local officers ran away and many houses have been

robbed and burnt. The well-to-do citizens have fled to neighbouring places for safety. The poor villagers are forced to join in the rebellion, otherwise they will be killed. Telegraphic information has been received in Canton and it is hoped soldiers will be sent there soon to cope with the rebels.

Twenty robbers were brought to the military court on the 19th instant from San-ling district for trial. They are most notorious robbers and have committed grave crimes of every description. After final trial they will probably all lose their heads.

HONGKONG.

The police scandal continues to hold its place as the principal topic of conversation. Practically the whole of the Chinese detective staff has been banished, but apparently nothing will be done in regard to the English detectives who have been suspended until after the trial of Inspector Witchell, which commences this morning. The Supreme Court judges have been busy this week. On Monday the new Hongkong Club was opened to members. In chess circle considerable interest is being taken in a cable chess match between Singapore and Hongkong.

A Raub dividend of one shilling per share is announced.

At 10.10 p.m. on the 23rd July a fire broke out in the kitchen of the Hongkong Hotel, but was speedily extinguished, little damage being done.

On 20th July, His Excellency the Governor ordered the suspension of Inspector Hore, Inspector of Nuisances, who is alleged to have accepted bribes from a gambling house keeper.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Tam Ha Sz, \$5.

At a meeting of the Maxim Gun Company of the Hongkong Volunteer Corps held on 22nd July, Sergeant Sanders was elected Captain in place of Captain C. Murray Adamson, resigned.

The gunner in the Asiatic Artillery who is charged with committing perjury in a dastardly assault case heard at the last Criminal Sessions, has been committed for trial by the Police Magistrate.

A London telegram of the 1st July to the Australian papers states that despite their fortnight's misery the survivors of the P. and O. steamer *Aden* celebrated the Queen's Jubilee on board the wreck by gathering together and singing the National Anthem.

At 3.30 on Saturday afternoon, 24th July, the steamer *Catherine Apar* was leaving the harbour for Singapore when her propeller touched the steam launch *Chim Fat*, causing such damage that the launch sank almost immediately. No lives were lost.

Messrs. John D. Humphreys & Son, General Managers of Oliver's Freehold Mines, Limited, and the New Balmoral Gold Mining Co., Limited, inform us that a crushing of 150 tons of Eureka quartz has yielded $\frac{1}{4}$ an ounce to the ton. Good progress is being made. Queen's shaft is sunk to a depth of 275 feet.

On the 19th July a piece of Crown land known as Inland Lot No. 1,418, which is in the Sookunpoo Valley, near Causeway Bay, was sold by public auction. The land contains 14,400 square feet and the annual rental is \$148. The lot was sold to Mr. David Kennedy for \$2,280, or \$120 above the upset price.

By the death of Mr. C. R. B. Drummond, which occurred at the Naval Hospital on Wednesday, H.M.S. *Undaunted* loses a most promising midshipman. The deceased was very popular amongst his comrades and his early death caused deep regret. He was buried on the 22nd July at the Happy Valley with naval honours.

The police are looking for a hawker who committed a most serious assault on Wednesday night, 21st July, in Hollywood Road. A man went to him and examined a pocket knife with a view to purchasing it, but when he saw it he did not like it and would not have it. Thereupon the hawker picked up the knife and stabbed the man in the side, inflicting such a serious wound that he had to be detained in the Civil Hospital.

The appointment of Assistant Registrar-General at Hongkong has, according to the *Penang Gazette*, been offered to Mr. Gompertz and has been accepted by him. Mr. Gompertz was educated at Bedford School and Exeter College, Oxford, and is a B.A. He was appointed a cadet in the Straits Settlements in 1890 and is now Third Magistrate at Penang.

On Saturday morning, 20th July, the dead body of a soldier named Bell, a gunner in the Royal Artillery was picked up on the beach at Shauiwan. About three days before he went out by the military launch to Lyeemoon but did not return and it is supposed that he met with an accident and was drowned. He was reported as missing by the Military Authorities.

Four boatmen were charged at the Magistracy on Saturday, 24th July, with boarding the steamer *Catherine Apar* without permission. It was pointed out that boatmen frequently rushed on to steamers for the purpose of selling matting, etc., much to the hindrance and annoyance of officers. The Magistrate sent the prisoners to gaol for six weeks with hard labour.

The appointment of Dr. F. W. Clark, Medical Officer of Health, to be Superintendent of Statistics in the Registrar-General's department, is gazetted. Dr. Clark is also appointed to be the Medical Officer who shall assist the Registrar-General or Registrar in the manner provided in section 12 (e) of the Births and Deaths Registration Ordinance, 1896, to ascertain, when necessary, the true cause of death.

The Batavia correspondent of the *Singapore Free Press*, writing on the 9th July, says:—Mr. C. J. Boon, who is accused of appropriating to his own use the sum of f. 81,000 belonging to the Hongkong and Shanghai Bank, whilst acting as their Agent in Padang, has been arrested there and brought to Batavia, and he is now undergoing a preliminary examination. The Government have taken up the case and are prosecuting.

On 20th inst., about 4.30 p.m., the Peak trams stopped running, much to the disappointment of a few tennis parties and annoyance to many people who had to take chairs to reach their Peak residences. The stoppage was due to a slight accident to the machinery and as it was intended to cut off the service at eight o'clock in order to change cables it was thought advisable to effect the repairs and put the new cable down at the same time and the work was therefore proceeded with shortly after the accident happened.

Before the commencement of the case in the Criminal Sessions Court on 26th inst. the Attorney-General applied for Mr. Wei On to be approved, admitted, and enrolled as a solicitor to practise in the Supreme Court of Hongkong. Mr. Wei On was educated at Oxford and was an M.A. of the University. He had been admitted as a solicitor in England. His Lordship, in making the order applied for, said he had the more pleasure in doing so because Mr. Wei On belonged to the same University to which his Lordship had the honour to belong. Mr. Wei On was, he believed, the first Chinese graduate of that University and it was hoped that more Chinese gentlemen would follow his example. His Lordship then wished Mr. Wei On success in his career.

The tables were turned upon a complainant in a Police Court case on 23rd July. He swore that a man he charged with assault struck him with a bamboo and stole some clothing he had in a box, and in support of his statement he showed a wound on the head. It transpired, however, that the complainant was not assaulted at all. He was seen to take the box out of his house at Wongneichung, drop it near the Racecourse, and run off to No. 1 Police Station, where he told Inspector Mann that he had been assaulted. On the previous night he went to the police station and tried to get the defendant arrested for assault and on this occasion he showed the wound on the head, and curiously enough he trotted out this same injury as proof of the second assault. Inspector Mann warned the complainant of the consequences that would ensue if he made a false charge, but he persisted and caused the defendant to be arrested. Mr. Wodehouse soon saw there was no ground for the charge, discharged the defendant, and fined the complainant \$25 or six weeks' imprisonment with hard labour.

Messrs. Hughes and Hough, Government Auctioneers, sold by auction on Saturday a piece of land abutting on the North of Inland Lot No. 159 B and measuring thereon 18 feet, on the South on Queen's Road and measuring thereon 17 feet, on the East on Inland Lot No. 180 A and measuring thereon 41 feet, and on the West on Inland Lot No. 180 C and measuring thereon 39 feet, together with the messuages and buildings thereon known as 307, Queen's Road Central, now held from the Crown for the residue of a term of 75 years. The lot was sold to Chinese for \$10,200.

As bearing upon the attack made by a Hongkong Committee of shipping experts upon the effectiveness of medical inspection the following extract from an article in the *Hospital* upon the recent quarantining of the *Empress of China* at Vancouver may be of some interest:—By way of contrast to this silly business, and as immediate consequence of the Vienna Conference, it may be mentioned that a transport from India, carrying 1,200 men, women, and children, reached Southampton a month ago, having had on board a case of plague which terminated fatally before she arrived at Suez. On her arrival at Southampton, all on board were examined, and found healthy; and, following English practice, none were detained; for, just as we object to consider any man guilty because he has not absolutely proved his innocence, so we object to consider that he is in the incubation stage of an infectious disease merely because it is not impossible that he may be so. The parts of the vessel which the plague patient had occupied were disinfected, and the incident was at an end.

A meeting of the inhabitants of Kowloon was held on Tuesday afternoon in the Hon. C. P. Chater's bungalow for the purpose of receiving a report from the Committee regarding British Kowloon College. Mr. H. J. Holmes presided, and at his request Mr. T. H. Reid gave an outline of the present position of affairs. He said that the Committee had been very active since its election in January last, the Hon. Secretary, Mr. H. Cooke, having been particularly energetic. There had been considerable correspondence between the Committee and the Government, the outcome of it being that the Government had offered a grant of \$8,000 towards the building of a school. The Committee estimated that the cost of the building would be \$11,000 or \$12,000. Mr. Reid also announced that Messrs. J. D. Humphreys and Son had promised \$3,000 towards a teachers' guarantee fund and it was expected that an additional \$1,500 would be contributed by the inhabitants. In reference to the offer made by the Government Mr. Reid said he felt sure that the residents would do all they could not to make the position of the Government too onerous, but it was generally felt that the sum offered was not large enough and that there ought to be greater facilities for the education of European children in Kowloon. On the motion of Mr. Main, seconded by Mrs. Hayward, it was resolved to ask the Government to increase its offer to \$12,000, for which sum an excellent school could be erected. A new Committee was then elected and the meeting concluded.

MISCELLANEOUS.

The *Singapore Free Press* of the 13th July says:—H. E. Major-General Jones-Vaughan proceeds to England immediately on leave. The General has been for a week on the sick list. Lt. Col. and Brevet Col. Bogle, R.E., is at present commanding the Straits Settlements Garrison.

The *Nagasaki Shipping List* of the 17th July says:—The *Yiksang* came out of the slip at Kosuge on Wednesday and proceeded at once to the dockyard at Akunourp, where she will have her engines placed on board. It is expected that she will be ready for sea in a fortnight's time.

The *Foochow Echo* says:—We note that the new offices of the Imperial Post Office are nearly ready for occupation. They look roomy enough at any rate and there is many a town of no mean pretensions in England that lacks such commodious buildings. At any rate the new venture will not fail for lack of space.

The profits of the Grand Hotel, Limited, Yokohama, amounted to \$38,313 for the half year ended 30th June last. It is proposed to pay a dividend of 11 per cent. for the half year and to carry forward \$10,813.

An old Eastern resident in the person of Mr. Heinrich J. Jürgens passed away on Monday, 11th July. He came out to Hongkong in 1856, made a fortune and went home in 1863, worth \$160,000, but he had to return to China in 1870. He remained in Hongkong for some time, then went over to Japan, and finally settled in Shanghai. Of the nine passengers who came out to Hongkong in the same steamer (the *Nestor*) that Mr. Jürgens returned in, at least four are still alive, and three of them are at present in Shanghai.—*Union*.

The *Sydney Evening News* of the 26th June says:—The following message of congratulation has been transmitted by his Excellency the Governor to the Secretary of State for presentation to the Queen: "Quong Tart, on behalf of the Chinese residents of New South Wales, sends loyal and dutiful greetings to Her Most Gracious Majesty Queen Victoria, on the celebration of the sixtieth year of Her reign, which they pray may be long continued." There is another benefit of the Premiers' being in England at the present moment, and of one or two ex-Governors of New Wales having been active in their reception and entertainment. The Colonial Office officials need not puzzle their heads about who Quong Tart is. They have only to send round to the Hotel Cecil, or to the Earl of Jersey, or Earl Carrington, to obtain a host of favourable notices concerning Sydney's most versatile Celestial resident. It is a pity Quong Tart could not carry the congratulations of his co-nationalists personally to London, so that one more attraction might have been added to the assemblage from all parts of the Empire in the shape of a mandarin skilled in Scottish minstrelsy.

On Wednesday afternoon, 18th July, the Bluefunnel steamer *Priam* arrived in port, says the *Shanghai Daily Press*, after a most trying voyage, one which those who were on board hope they may never have to undergo the like of again. Captain Jackson reports that on June 1st, when in Latitude 11.53 N., Longitude 57.45 E., the shaft broke in the centre of the thrust collar and instantly the engines were stopped. On a consultation being held it was determined to change the broken shaft for a new one which was in the cross bunkers. To add to the troubles of the officers there were about 600 pilgrims on board, most of whom were suffering from the terrors of the voyage, so it was decided to make the nearest port as soon as possible. The cargo had to be shifted, yet still this difficulty was overcome, everyone working hard for the purpose. On the 5th June the *Stentor*, of the same line, was sighted and on the signals being recognized, she steamed towards the *Priam* but owing to the heavy seas could render no assistance. Twice lines were got on board and in both cases parted owing to the pitching of the vessels. Seeing there was no chance to help her sister ship, the *Stentor* sailed away on the afternoon of the 6th. On the afternoon of the 7th she was again sighted, Capt. Lysett of the *Stentor* signalling that she had passed the *Aden* bound homeward. Capt. Jackson then signalled to Capt. Lysett to proceed on his journey and report that repairs would be completed about the 10th. True enough, on the evening of that date the shaft had been put in place and 50 revolutions per minute was obtained, Capt. Jackson heading for Penang, which port was reached in due course. The Captain speaks in the highest terms of the officers, engineers and men and also has a good word for the Doctor, who had his hands full during the trying experiences.

COMMERCIAL.

TEA.

SHANGHAI, 23rd July:—From Messrs. Welch, Lewis & Co.'s Circular.—Our last "printed" Tea market advices were dated 9th instant. The *Oansa* (s.) arrived in London on 15th instant. The first sales show more than usually handsome, but the profits are confined to a few Keemuns and part of an Ichang, and Teas under 9d. a lb. of which the bulk of the cargo consists are not wanted. The news to our minds is disap-

pointing and discouraging. The "crowding out" of China Congou from the London market, as *The Economist* calls it, is nearly complete, and it only shows what intelligence and skill can do when opposed to ignorance and blind adherence to old methods. With raw material much inferior to the China Tea-leaf India and Ceylon have already captured the most important markets of the world, and are making inroads into the last stronghold of China Congou. Will China awaken or will her Foreign Tea Trade cease? She could regain some of the Trade if she tried. Black Tea.—There is a strong demand for Teas for price, but the quantity on offer is limited. Ningchow has also been dealt in to a moderate extent.

Settlements reported are:—
Ningchow... 1,815 ½-chts. at Tls. 16 to 21 a picu.
Wenchow... 228 " " shipped off.
Oonam... 770 " " 13½ to 15½ "
Oopack... 456 " " 14½ "

3,278

Stock, 7,129 half-chests, against 23,524 half-chests at same date last year.

Green Teas.—The most important news during the fortnight is the abandonment of the duty question in the United States, and latest telegrams are to the effect that the Tea market in New York is "weak and depressed." It is a matter for congratulation that this attempt to impose a duty on Tea has fallen through. The latest development of the United States Inspection is that some Teas have been "shut out" on account of "flavour"!!! What next? Pingsueys.—A Moderate business has been done at fully previous rates to one tael advance, but during the past week the market has been quiet and buyers are careful in their selections. We are pleased to see that Natives have grasped the situation and are now bringing forward Teas free from mixture with perished leaf and not loaded with colour. We shall probably have clean Tea enough and to spare by the end of the season unless prices drop considerably. Some Teamen want to ship off their holdings, but we have heard of no settlements. Country Teas.—These Teas have not yet come to hand in any quantity, but the few which have arrived have brought prices which must satisfy the native makers. The only Moyune settled brought Tls. 30½ against Tls. 24 for the corresponding chop last year. Tienkai show differences up to Tls. 8½ a picul over last year's rates. Fychows are from Tls. 3 to 7½ a picul higher than last season's opening rates. Fair quantities of Moyune and Tienkai may be expected to arrive during the coming week, and present rates are likely to stimulate supplies later in the season. Prices here are about 20 per cent. over the latest London telegraphed rates. Hysons.—Buying is being forced in a bare market owing to a Russian Volunteer steamer for Batoum being advertised to leave on 26th instant with the usual consequence that prices are as high as buyers can venture to give. Buyers who usually ship to Bombay are virtually out of the market. Tienkai and Moyuns have been bought up to Tls. 39 a picul. Seayons up to Tls. 32½. Smoky Fychows alone have been neglected and are accumulating in stock.

Settlements reported are:—

	½-chts.	at Tls.	22½ to 24½ a picul.
Pingsuey	12,437		
Moyune	149		30½
Tienkai	1,111		23½ to 33½
Fychows	979		18 to 25½
Local packed...	559		10
			[lines Tls. 25½ to 29½]
			[lines Tls. 28 to 29]

15,235

Total settlements since opening of the market to date:—

	Settlements.	Stock.
	½-chts.	½-chts.
	1897.	1896.
Pingsuey	19,285	14,829
Moyune	119	1,134
Tienkai	1,111	1,714
Fychow	2,203	4,572
Local packed.	6,551	4,110
Total...	29,299	11,530
		20,754
		55,162

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1897-98	1896-97
	lbs.	lbs.
Canton and Macao	1,827,448	1,778,140
Shanghai and Hankow	8,297,052	12,038,408
Foochow	5,796,138	7,081,817
Total	15,920,638	20,898,365

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1897-98	1896-97
	lbs.	lbs.
Shanghai	3,122,314	2,542,127
Amoy	3,883,984	2,506,945
Foochow	1,323,068	2,634,556
	8,334,866	7,683,628

EXPORT OF TEA FROM CHINA TO ODESSA.

	1897-98	1896-97
	lbs.	lbs.
Shanghai and Hankow...	16,893,814	18,603,397

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1897-98	1896-97
	lbs.	lbs.
Yokohama	11,716,105	8,571,491
Kobe	5,758,749	3,180,870
	17,474,845	11,752,364

SILK.

CANTON, 14th July.—Tsateles.—For Europe there is nothing doing. The demand for Bombay continued fairly steady. Re-reels.—There has been some enquiry for offers, but there are no transactions to report. Filatures.—Very little has been doing during the fortnight, business being checked by the high demands of country holders and the scarcity of ready silk. From prices paid we quote: \$650 for Kwong Wo Hing 13/15, \$630 for Kai Lun Cheong 13/15, \$620 for Kwong King Loong 10/12, \$610 for Kwong Hing Cheong 11/13, \$605 for How King Cheong 13/15, \$570 for Wai King Wo and King Wo Cdeong 18/22, \$570/560 for Quan Hing and Yee Wo Lun 11/13. Short-reels.—From prices paid we quote \$640 for Chun Lun Hang 15/16, \$610 for Kum King Cheong 14/18 and Yut Cheong Wo 14/16. America remains quiet and a good deal of the purchases of short-reels made here are evidently of a speculative nature. Waste.—A little weaker and the demand is very moderate. Stocks:—Tsateles, 800 bales; Filatures, 400 bales.

SHANGHAI, 23rd July.—(From Messrs. A. B. Burkill & Sons' Circular).—London telegrams to 20th July quote a quiet market. Gold Kiln 8/10, Blue Elephants 9/6. Raw Silk.—The week has passed very quietly. Until yesterday transactions were few and far between, but lower Exchanges have brought in buyers, and some 1,000 bales Tsateles and Taysams have been settled. The tael prices show little or no variation on those ruling a week ago: Exchange closes about 1 per cent. in favour of buyers. Yellow Silk.—Some 100 bales have found buyers at a further advance. Arrivals, as per Customs Returns, 15th to 21st July: 1,589 bales White, 254 piculs Yellow, and 165 piculs Wild Silks. Re-Reels and Filatures.—A very limited business only has been done in these classes either for Lyons or America. Considerable quantities are under offer to New York and one or two actual settlements are reported on the basis of quotations below. The Export of Steam Filatures to date is: to Continent 500 bales, to America 767 bales. Waste Silk.—A few piculs of old season's Fine and Coarse Gum have been settled at about last quotations.

Prices calculated by Maerten's Tables at 11 per cent.; Exchange, 2/3; Freight, Tls. 6.50 per bale:—

	Tls.	Stg.
	per	per
	lb.	lb.
Tsateles.—Black Lion	480	10/7
" Gold Kiling	405	9/4
" Blue Double Elephant	397	9/2
" Chintah Stork Chayling	387	8/11
" Blue Phoenix	387	8/11
Hangchow Tsateles.—Pagoda Tinghow	359	9/1
" Necor	875	8/8
Taysam.—Green Kahing Woman and Loom	407	9/5
" 9 by 12 Moss Double Butterfly 2	380	8/9
" Green Stork 4	347	8/1
Chincum.—Tiger Chop Ting Tinghow	420	9/8
Yellow Silk.—Meeyang	345	8/0
" Wongchow	280	8/7
" Szechow	337	5/7
Filatures.—Steam 9/11	710	16/1
Filature, Hand.—Mayanue X Reel Ex.	605	12/11
" No. 1, No. 2	545	12/5
" Flying Horse X Reel Ex.	475	10/11
" Small Buffalo ord. Reel I		

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1897-98	1896-97
	bales.	bales.
Shanghai	7,373	4,160
Canton	4,011	4,094
	11,384	8,254

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1897-98	1896-97
	bales.	bales.
Shanghai	1,155	230
Canton	1,676	263
	2,831	493

CAMPHOR.

HONGKONG, 28th July.—A small advance in prices has to be recorded. Quotations for Formosa are nominally \$47.25 to \$47.50. Sales, 240 piculs.

SUGAR.

HONGKONG, 28th July.—The market is brisk and prices are advancing. Quotations are:—Shekloong, No. 1, White...\$7.29 to 7.32 per pel. do. " 2, White... 6.67 to 6.70 " Shekloong, No. 1, Brown... 4.50 to 4.52 " do. " 2, Brown... 4.41 to 4.44 " Swatow, No. 1, White... 7.11 to 7.14 " do. " 2, White... 6.62 to 6.65 " Swatow, No. 1, Brown... 4.44 to 4.47 " do. " 2, Brown... 4.35 to 4.38 " Soochow Sugar Candy 11.06 to 11.07 " Shekloong " 9.57 to 9.60 "

MISCELLANEOUS EXPORTS.

The steamer *Peking*, sailed on the 14th July. For London:—1,990 boxes tea, (41,790 lbs. So. caper), 960 rolls matting, 113 cases bristles, 50 rolls mats, 36 cases blackwoodware, 35 bales canes, 22 cases chinaware, 15 packages private effects and 1 case hair. For Liverpool:—100 rolls matting, 10 cases oil and 4 casks oil. For Glasgow:—9 cases blackwoodware and 1 package glassware. For Hamburg:—5 cases clean bristles. For Antwerp:—134 bales duck feathers. For Amsterdam:—5 cases camphor-wood furniture. For Marseilles:—12 bales hair. For Marseilles and/or London:—3 cases feathers. From Amoy for London:—332 1/2 chs. tea, 326 boxes tea and 4 packages tea (no particulars), 1 case cigars and 1 package private effects.

The steamer *Oceanien*, sailed on the 21st July. For France:—160 bales raw silk, 7 cases silk piece goods, 25 cases essential oil, 457 packages tea, 125 packages canes, 50 packages hair, 1 case lacqueredware, 3 cases feathers and 95 rolls matting. For Milan:—13 bales raw silk.

The P. & O. steamer *Canton*, sailed on the 23rd July. For Manchester:—405 bales waste silk. For London:—1 case cigars from Manila, 13 bales pierced cocoons, 47 bales waste silk, 470 bales canes, 15 boxes chinaware, 6 cases feathers, 13 cases blackwoodware, 3 cases baskets, 30 cases bristles, 16 cases cigars, 40 cases preserves, 1 case silk piece goods, 1,155 rolls mats and matting, and 10,678 boxes tea 143,925 lbs. For Malta:—4 cases cigars from Manila and 3 packages sundries.

OPIUM.

HONGKONG, 28th July.—Bengal.—There has been a drop in prices, notwithstanding the fall in the exchange on India. Current quotations are \$715 for New Patna, \$770 for Old Patna, and \$715 for New Benares.

Malwa.—The market has ruled firm, and prices have advanced owing to a demand from Foochow and the expectation of small arrivals. Latest rates are as under:—

New (this yr's) \$780 with allowance of 2 catties.
" (last yr's) \$800 " 0 to 1 1/2 "
Old (2/5 ") \$820 " 0 to 1 1/2 "
" (6/10 ") \$850 " 1/2 to 2 "
A lot of 3 cheats Very Old Malwa of extra fine quality was sold at \$870 with allowance of half a catty per chest.
Persian.—Bates have kept steady, closing figures being \$510 to \$610 for Oily, and \$500 to \$615 for Paper-wrapped drug according to quality.

To-day's stocks are estimated as under:—

New Patna	1,500	cheats.
Old Patna	44	" "
New Benares	480	" "
Malwa	400	" "
Persian	800	" "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1897.	\$	\$	\$	\$	\$	\$
July 21	720	775	715	—	780/800	820/850
July 22	715	770	712 1/2	—	780/800	820/850
July 23	717 1/2	770	715	—	780/800	820/850
July 24	717 1/2	770	715	—	780/800	820/850
July 25	717 1/2	770	717 1/2	—	780/800	820/850
July 26	717 1/2	770	717 1/2	—	780/800	820/850
July 27	715	770	715	—	780/800	820/850
July 28	715	770	715	—	780/800	820/850

COTTON.

COTTON, 20th July.—The market continued firm and rates further hardened from \$1 to \$1 1/2. Stock about 650 bales.

Bombay\$17.00 to 18.00 p. pl.
Kurrachee 16.00 to 18.75 "
Bengal, Rangoon, and } 18.50 to 20.75 "
Dacca "
Shanghai and Japanese.. 21.50 to 23.00 "
Tungchow and Ningpo.. 22.50 to 23.00 "
Madras (Best) 18.00 to 19.00 "
Sales: 1,630 bales Bengal, Rangoon, and Dacca.

RICE.

HONGKONG, 28th July.—Arrivals have been small and a strong demand has set in for Singapore. Prices are rapidly advancing. Quotations are:—

Saigon, Ordinary\$2.84 to 2.87
" Round, good quality 2.75 to 2.78
" Long 2.95 to 3.00
Siam, Field, mill cleaned, No. 2 ... 2.80 to 2.85
" Garden, " No. 1 ... 2.95 to 3.00
" White 3.90 to 3.94
" Fine Cargo 4.04 to 4.07

COALS.

HONGKONG, 28th July.—Market firm and fair business done. Quotations are:—

Canlid\$16.50 to 18.00 ex ship.
Australian 7.75 to 10.00 ex ship, steady
Mulle Lump... 8.00 to 8.25 ex ship, nominal
Mulle Small... 7.25 to 8.00 none offering
Moji Lump ... 7.75 to 8.50 ex ship, sales

MISCELLANEOUS IMPORTS.

HONGKONG, 20th July.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS.—Bombay Yarn:—30 bales No. 6 at \$85, 105 bales No. 8 at \$87 to \$90, 995 bales No. 10 at \$86 to \$96, 610 bales No. 12 at \$87.50 to \$97, 695 bales No. 16 at \$95 to \$108, 600 bales No. 20 at \$103 to \$115. Grey Shirtings.—2,400 pieces 7 lbs. Blue Lion at \$2.08, 2,800 pieces 7 lbs. Large Eagle at \$2.07, 4,200 pieces 8 1/2 lbs. Blue Peach at \$3, 2,100 pieces 8 1/2 lbs. Blue Joss No. 2 at \$3, 600 pieces 8 1/2 lbs. Red 7 Boys at \$2.67, 600 pieces 8 1/2 lbs. Red Lock at \$2.65, 900 pieces 8 1/2 lbs. Double Stag at \$2.55, 600 pieces Blue Joss B. at \$3.05, 600 pieces 8 1/2 lbs. 3 Dogs at \$3.10, 250 pieces 10 lbs. Palace at \$3.50, 300 pieces 8 1/2 lbs. Double Stag at \$2.55. White Shirtings.—3,000 pieces No. 300 at \$3.62, 1,000 pieces Flower at \$4.90, 250 pieces No. 3,500 at \$3.55, 500 pieces Blue Dragon at \$5.15, 1,500 pieces Gold Joss B at \$3.50, 1,000 pieces R. at \$5.10, 1,000 pieces D. 70 at \$3.70 to \$3.72, 1,000 pieces Peacock at \$3.62, 500 pieces O. O. O. at \$5.42, 1,250 pieces No. 3 at \$3.55, 1,500 pieces Gold Goose at \$4.35, 500 pieces S. S. at \$4.62, 500 pieces No. 5 at \$3.87, 500 pieces X 8 at \$4.37, 500 pieces Blue Dragon at \$5.17, 500 pieces 48 Reed at \$2.27. T-Cloths.—1,200 pieces 8 lbs. Mexican Gold Dragon at \$2.70, 1,800 pieces 7 lbs. W. at \$2.90, 1,500 pieces 7 lbs. Mexican Red Stag at \$2.45, 1,200 pieces 8 lbs. V. V. at \$3.60 pieces 8 lbs. X. X. at \$3.25, 1,350 pieces 8 lb. Crown at \$2.70, 750 pieces 7 lbs. Gold Phasant at \$1.97, 500 pieces 32 in. Mexican Bear at \$2.95, 500 pieces 32 in. Mexican Gold Horse at \$2.75. Drill.—200 pieces 14 lbs. A. A. Dragon at \$3.42, 150 pieces 14 lbs. Dragon at \$4.05. Long Ells.—300 pieces 7 lbs. Scarlet at \$6.45. Spanish Stripes—240 pieces German Assorted Sandy at \$1.15.

METALS.—Tin—200 Slabs Foonchai at \$36.60, Iron—120 piculs wire nails at \$6.75.

COTTON YARN.

	per bale
Bombay—Nos. 10 to 20	\$85.00 to 115.00
English—Nos. 16 to 24	113.00 to 120.00
" 22 to 24	117.00 to 122.00
" 28 to 32	123.00 to 129.00
" 38 to 42	135.00 to 141.00

COTTON PIECE GOODS.

	per piece	
Grey Shirtings—6lbs.	1.70 to 1.80	
7lbs.	2.03 to 2.25	
8.4 lbs.	2.35 to 3.25	
9 to 10 lbs.	3.30 to 4.15	
White Shirtings—34 to 56 rd.	2.35 to 2.55	
58 to 60 "	2.70 to 3.30	
64 to 66 "	3.30 to 3.90	
Fine 4.10 to 7.20		
Book-folds.	3.60 to 5.90	
Victoria Lawns—12 yards ...	0.65 to 1.30	
T-Cloths—6lbs. (32 in.) Ord'y.	1.50 to 1.70	
7lbs. (32 ") ..	1.50 to 2.15	
6lbs. (32 ") Mexs.	1.70 to 1.85	
7lbs. (32 ") ..	2.15 to 2.90	
8 to 8.4 oz. (36 in.)	2.35 to 3.25	
Drills, English—40 yds. 13½ to 14lbs.	3.75 to 5.10	

FANCY COTTONS

Turkey Red Shirtings—1½ to 5lbs.	1.40 to 3.50
Brocades—Dyed per yard	3.75 to 4.50
Damasks per yard	0.11 to 0.15
Chintzes—Assorted per yard	0.07 to 0.10
Velvets—Black. 22 in. per dozen	0.19 to 0.30
Velveteens—18 in. per dozen	0.17 to 0.20
Handkerchiefs—Imitation Silk	0.40 to 0.80

WOOLLENS

Spanish Stripes—Sundry chops. per yard	0.60 to 1.20
German per yard	1.08 to 1.35
Habit, Med., and Broad Cloths, per piece	1.32 to 4.70
Long Ells—Scarlet per piece	6.80 to 8.70
Assorted per piece	6.90 to 8.80
Camlets—Assorted per piece	13.00 to 32.00
Lastings—30 yds., 31 inches. Assorted } per piece	11.00 to 20.00
Orleans—Plain per pair	3.40 to 4.20
Blankets—8 to 12lbs. per pair	5.00 to 10.00

METALS

Iron—Nail Rod (Sohier) per picul	3.95 to 4.00
Square, Flat Round Bar ... per picul	4.25 to —
Swedish Bar per picul	5.80 to —
Small Round Rod per picul	4.10 to —
Hoop per picul	— to —
Old Wire Rope per picul	— to —
Lead, L. B. and Hole Chop ... per picul	— to —
Australian per picul	8.00 to 8.00
Yellow M'tal—Muntz 14/28 oz. per picul	31.00 to —
Vivian's, 14/20 oz. per picul	30.00 to —
Elliot's, 14/20 oz. per picul	29.00 to —
Composition Nails per box	— to —
Japan Copper, Slabs per box	— to —
Tiles per box	— to —
Tin per box	— to —
Tin-Plates per box	6.40 to —
Steel per cwt. case	5.75 to —

SUNDRIES

Quicksilver per picul	125.00 to —
Window Glass per box	3.90 to —
Kerosene Oil per 10-gal. case	1.85 to —

SHANGHAI, 22nd July.—(From Messrs. Noel, Murray & Co's. Piece Goods Trade Report).—Since the departure of last mail we have had a very welcome change in the weather, a copious rain-fall doing inestimable good to the crops and considerably lowering the temperature. It is too soon yet to say that a good Cotton crop is assured; it will take the best part of a month before that can be decided, but what was beginning to look very much like its almost total destruction has undoubtedly been averted. There has been little or no change in the current price of the staple, inasmuch as the available supply is all but exhausted, and the action of our neighbours, the Japanese, in offering high prices for futures, although it has not resulted in business so far, tends towards keeping quotations firm. On the other hand a further "slump" in Exchange is causing great consternation amongst all engaged in this trade, and the outlook is indeed gloomy. Several of the natives despair of seeing any reaction and have settled against their sterling contracts outstanding, thereby enormously increasing the cost of their purchases, and the wonder is how much longer they can stand this constant strain. Importers likewise are giving up all idea of holding out for prices at which they can replace their sales and are selling their cargo off at about current rates. Indian business is almost out of the question in English goods, but

some firm offers from America have led to a few transactions, which have mostly been done at a tael price. The market is responding very satisfactorily so far to the enhanced demands upon it, and the business this week, though smaller in extent, shows an advance, pretty well all round. The chief enquiry is still for 8-lbs. Shirtings for Tientsin, and American goods for that market and Newchwang, the merchants having now commenced buying, and it is said an enormous quantity of the latter have changed hands among the natives during the week again. Both those markets are reported to be active and prices have improved. Hankow is taking a little, but Ningpo appears to have enough for the present. Local Industry.—Applications for shares in the Ya Loong Cotton Mill close on the 24th instant, when there seems to be every probability that the Company will float. Another Company is on the tapis to run a Mill now in course of erection with 15,000 spindles. With regard to the Native Mills, contracts have been signed for the purchase by a local foreign firm of the Ta Sheng Chong Mill with its 25,000 spindles for Tls. 608,000, and for the lease of the Wai Sheng Chong Mill, with its 65,000 spindles and 750 looms, for three years at an annual rental of Tls. 138,500, being 5 per cent. on Tls. 2,770,000 the value put upon it by the owners, and with the option of buying it at that price at the end of the lease.

METALS.—(From Messrs. Alex. Biefield & Co's Report). 23rd July.—There has been a decided falling-off during the past week, the feeling being that the regular demands have been filled, and neither buyers nor sellers are very anxious to do new speculative business. The lack of space offering from home is another factor that influences all, for we hear that between twelve and fifteen thousand tons of cement have been arranged for China and this is undoubtedly the reason for the scarcity of space. The large amount of cement is for the use on the new railways and for the large dock and harbour improvements, that are under contracts in Japan. The following orders have been placed during the week:—50 tons Old Round Iron at 92. 6, c.i.f.; 150 cases Corrugated Sheet Iron £12.15.0 c.i.f.; 200 tons Nail Rods, private terms; 225 tons Japan Copper, private terms. In old materials about 100 tons have been done at the following rates:—Cart Tyres Tls. 2.50; Galvanised Iron Wire Tls. 2.87½ to 3.80; Enamelled Plates Tls. 210.

CLOSING QUOTATIONS.

WEDNESDAY, 28th July.
EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/10½
Bank Bills, on demand	1/10½
Bank Bills, at 30 days' sight	1/11
Bank Bills, at 4 months' sight	1/11½
Credits, at 4 months' sight	1/11½
Documentary Bills, 4 months' sight	1/11½
ON PARIS.—	
Bank Bills, on demand	2.40
Credits, at 4 months' sight	2.44
ON GERMANY.—	
On demand	194½
ON NEW YORK.—	
Bank Bills, on demand	46½
Credits, 60 days' sight	47½
ON BOMBAY.—	
Telegraphic Transfer	152
Bank, on demand	152½
ON CALCUTTA.—	
Telegraphic Transfer	151
Bank, on demand	152½
ON SHANGHAI.—	
Bank, at sight	74½
Private, 30 days' sight	75½
ON YOKOHAMA.—	
On demand	2 % pm.
ON MANILA.—	
On demand	4 % pm.
ON SINGAPORE.—	
On demand	4 % pm.
SOVEREIGNS Bank's Buying Rate	10.30
GOLD LEAF, 100 fine, per tael	53.00

JOINT STOCK SHARES.

HONGKONG, 23th July.—Business continues very slack and the market dull. Rates during the week have ruled steady, with an inclination to weakness, and the market closes without any apparent signs of revival.

BANKS.—Hongkong and Shanghai, unchanged with small sales at 183 and 189 per

cent. prem. and shares offering on time at equivalent rates. Nationals have changed hands in small lots at \$24, \$23, and \$22.75, and are still obtainable at the last rate. Bank of Chinas continue neglected and out of the market.

MARINE INSURANCES.—China Traders and Unions have been enquired for in a small way at \$77 and \$227½ without leading to business, whilst Cantons and Straits have still been on offer without sales. The Northern Insurances have changed hands in the North at quotations.

FIRE INSURANCES.—Both Chinas and Hongkongs have been neglected, with little or no business at \$107 and \$360, closing with sellers.

SHIPPING.—Hongkong, Canton and Macao have continued to rule dull, although a demand at \$34½ in the early part of the week was not met; market closes steady at \$34½. The Company has now issued a report which recommends the payment of a dividend of \$1.20 for the half-year and carrying forward \$29,974.01 to credit of working account; the figures compare favourably with last half-year's accounts. Indo-Chinas have been dull and more or less neglected, small sales only at \$50½ and \$50 having taken place. Douglases continue quiet and almost without business at \$67 and \$66½. China and Manilas have also ruled quiet and without business. China Mutuals are enquired for in a small way at quotations.

REFINERIES.—China Sugars have continued more or less neglected, sellers at \$144 having ruled the market. A few transactions are reported at \$143½ at which the market closes quiet. The large number of shares to be cleared at high rates for the approaching settlements is the chief cause of the depression. Luzons have found buyers at \$47 and \$47½, closing steady.

MINING.—Punjoms remained quiet during the early part of the week with but little business at \$7.75 for ordinaries and \$2.30 for prefs; at time of closing business is reported at \$7 for ordinaries and \$2.25 for prefs. New Balmorals have changed hands at \$2.10 and \$2 for prefs and at \$1.90 and \$1.70 for ordinaries. Jelebus have found buyers at \$2.10, \$2.15, and \$2.25, closing steady at \$2.10. Raubs in the early part of the week showed some signs of recovery and shares changed hands at \$24½ in fair quantities. Upon Singapore, however, resuming the bombardment the rate gradually fell again to \$24 and \$23.75, after small sales at \$24½. The Company have notified that a dividend of 1/ per share will be paid in August, making 2/ paid in dividends in six months, a very good result with only 20 stampers and with their large reserve of ore and the recent developments of the mines one that is not unlikely to be maintained. Mr. Bibby, the manager, goes home via Suez to arrange about the electric plant and owing to ill health. It is not yet quite certain when the new forty head of stampers will be working, but in an ordinary way another six or eight months should see them in full swing and the output will of course be greatly increased. Olivers have ruled quiet with but small sales of A's at \$20 and B's at \$5.75. Great Easterns have changed hands at \$2.60 and can still be obtained at that rate.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks continue neglected with sellers at 240 per cent. prem. and buyers at \$238 and no business. Kowloon Wharves have ruled quiet with small sales at quotation. Wanchais have changed hands at quotation.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have been negotiated in small lots at \$77 cum dividend, and Kowloon Lands at quotation. Hotels continue on offer at \$50 without business. Humphreys Estates have found buyers at \$9.25 and more shares are wanted at the rate, sellers holding for \$9.50. West Points quiet and without business at quotation.

MISCELLANEOUS.—Green Islands have ruled weak with sellers and no buyers at \$38½, \$38, and \$37½. Watsons have been on offer at \$12.70 without inducing buyers to come forward. Electrics and Ropes have changed hands at quotations, and Tramways and Ices have been on offer without leading to business. Fenwicks have improved to \$29 with sales. It is reported that the Company has disposed of its Kowloon property for \$23,000. Cotton mills have ruled weak without business; the closing quotations for these are taken from Shanghai.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		
Hongkong & Shanghai...	\$125	188 1/2, sales
China & Japan, prf.	£5	nominal
Do. ordinary...	£1 10s.	nominal
Do. deferred...	£1	£5
Natl. Bank of China		
B. Shares	£8	\$22.75, sales
Founders Shares...	£1	\$20
Bell's Asbestos E. A.	£1	\$9, sellers
Campbell, Moore & Co.	\$10	\$8
Carmichael & Co.	\$20	\$3
China Sugar	\$100	\$143 1/2, sal. & buyers
Dairy Farm Co.	\$5	\$8
Ewo Cotton	Tls. 100	Tls. 115, sales
Fenwick & Co., Geo.	\$25	\$28 75, sellers
Green Island Cement...	\$10	\$37, sellers
H. & China Bakery ...	\$50	\$33, buyers
Hongkong & C. Gas ...	£10	\$110, buyers
Hongkong Electric ...	\$8	\$7.50, sal. & buyers
H. H. L. Tramways ...	\$100	\$11, sellers
Hongkong Hotel	\$50	\$50, sellers
Hongkong Ice	\$25	\$113, ex div.
H. & K. Wharf & G.	\$50	\$6.61
Hongkong Rope	\$50	\$171, sellers
H. & W. Dock	\$125	240 p. ct. prem. =
Insurances—		[\$425]
Canton	\$50	\$190, sellers
China Fire	\$20	\$107, sales & sellers
China Traders'	\$25	\$77 1/2, buyers
Hongkong Fire	\$50	\$360, sellers
North-China	\$25	Tls. 187 1/2
Straits	\$20	\$17 1/2, sales & sellers
Union	\$25	\$227 1/2, buyers
Yangtze	\$60	\$157 1/2
Land and Building—		[& sellers]
H. Land Investment...	\$50	\$75, ex div. sales
Humphreys Estate...	\$10	\$9, sellers
Kowloon Land & B.	\$30	\$ 9 1/2, sellers
West Point Building...	\$40	\$22 1/2, sellers
Luzon Sugar	\$100	\$47 1/2, sales & sellers
Mining—		
Charbonnages	Fcs. 500	\$90
Great E. & C'donian	\$5	\$5 1/2, sellers
Do. Do.	\$2 1/2	\$2.60, sal. & sellers
Jelebu	\$5	\$2, buyers
New Balmoral	\$1	\$1.70, sales & sellers
Do. Preference	\$1	\$1.80, sales
Oliver's Mines, A.	\$5	\$20, sellers
Do. B.	\$2 1/2	\$5.75, sal. & buyers
Punjum	\$4	\$7, sales
Do. Preference...	\$1	\$2.15, sales
Raub	18s. 10d.	\$23.75, sellers
New Amoy Dock	\$10	\$19, sellers
Steamship Coys.—		
China and Manila ...	\$50	\$7 1/2, sellers
China Mutual Ord...	£5	£2 10s.
Do. Preference...	£10	£7, buyers
Douglas S. S. Co.	\$50	\$66, sales & buyers
H. Canton and M.	\$15	\$34 1/2, sal. & sellers
Indo-China S. N.	£10	\$50, buyers
Wanchai Warehouse Co.	\$37 1/2	\$44 1/2, sales
Watson & Co., A. S.	\$10	\$12.60, sal. & buyers

J. Y. V. VERNON, Broker.

SHANGHAI, 23rd July.—(From Messrs. J. P. Bisset & Co.'s Report.)—A fair volume of business has been done, and prices have been well maintained. Banks.—Hongkong and Shanghai Banking Corporation.—Shares have been sold to Hongkong for delivery on the 31st current at 188 per cent. premium, with exchange 73 1/2, which is equal to 191 per cent. premium, with exchange 73, and shares have been placed locally at the same price. Marine Insurance.—North-Chinas were placed at Tls. 190, Yangtszes at \$160, and Straits at \$13. Fire Insurance.—Chinas were sold to Hongkong at \$106 1/2, and locally at \$106. Shipping.—But little business has been done under this head. Some Indo-China S. N. shares changed hands at Tls. 37 1/2. The market is weak, with sellers at Tls. 37 1/2. Sugar Companies.—China Sugar Refining shares were placed at \$147 cash and \$148 for delivery on the 5th proximo. Mining.—Sheridan Consolidated M. & M. shares were sold at Tls. 2.50, and more are wanted. Raub Australian Gold Mining shares were purchased from Hongkong at \$25 1/2. Docks, Wharves and Godowns.—Shanghai Engineering shares have been sold at Tls. 106. Shanghai and Hongkong Wharf shares were purchased from Hongkong at Tls. 125 1/2, and shares changed hands locally at Tls. 127. There are shares offering at the close. Lands.—Shanghai Land Investment shares were placed to Hongkong at Tls. 85 1/2, and business was done to a fair extent locally at Tls. 85 1/2, ex div. in all cases. There are sellers of Hongkong Land Investment shares at \$77. Humphreys Estate & Finance shares were purchased from Hongkong at \$10. Industrial.—Ewo Cotton Mill shares were placed at Tls. 115 cash. International Cotton Mill shares were sold

at Tls. 120/118 cash and at Tls. 120 for the end of the month, Tls. 123 for August and Tls. 125 for November and December delivery. There are sellers for the 31st current at Tls. 120, and buyers for December at Tls. 124. Laou-kung-mow shares were placed at Tls. 119/118 cash, Tls. 119 for August, and Tls. 120 for September. Shanghai Ice shares changed hands at Tls. 125, China Flour Mill shares at Tls. 52 1/2/54, and American Cigarette shares at Tls. 8 1/4/85. Tugs and Cargo Boats.—Taku Tug and Lighter shares are offering at T. Tls. 121 cum div. Miscellaneous.—Shanghai Waterworks shares were placed at Tls. 310, Shanghai Sumatra Tobacco shares at Tls. 103 to Tls. 105 1/2 cash, Tls. 106/105 for the 31st July. Tls. 106/107 1/2 for August, Tls. 110 for October and Tls. 112 1/2 for December, and Shanghai-Langkāt Tobacco shares at Tls. 525 to Tls. 560 cash, Tls. 555 for July, Tls. 560 to Tls. 585 for October, Tls. 590 for November, and Tls. 58 1/2, Tls. 610 and Tls. 600 for December. Loans.—Shanghai and Hongkew Wharf 6 per cent. Debentures were placed at Tls. 105, plus the accrued interest. Quotations are:—

Hongkong and Shanghai Banking Corporation. —\$363.75.

Bank of China, Japan, and The Straits, Limited. deferred shares.—£25.

Bank of China, Japan, and The Straits, Limited, ordinary shares.—Nominal.

National Bank of China, Ltd.—\$29.

National Bank of China, Ltd., Founders.—\$20.

Union Insurance Society of Canton, Ltd.—\$227 1/2.

China Traders' Insurance Co., Ltd.—\$77.

North China Insurance Co., Ltd.—Tls. 190.00.

Yangtze Insee. Assocn., Ltd.—\$160.

Canton Insurance Office, Ltd.—\$182 1/2.

Straits Insurance Co., Ltd.—\$18.

Hongkong Fire Insurance Co., Ltd.—\$355.

China Fire Insurance Co., Ltd.—\$106.

Hongkong, Canton and Macao Steamboat Co. —\$35 1/2.

Indo-China Steam N. Co., Ltd.—Tls. 37.75.

Douglas Steamship Co., Ltd.—\$66.

China-Mutual Steam Nav. Co. pref. shares.—

Tls. 50.00

China-Mutual Steam Nav. Co. ord. shares.—

Tls. 22.00.

Perak Sugar Cultivation Co., Ltd.—Tls. 38.00.

China Sugar Refining Co., Ltd.—\$147.

Luzon Sugar Refining Co., Ltd.—\$50.

Sheridan Consolidated Mining and Milling

Company, Limited.—Tls. 2.50.

Punjum Mining Co., Ltd.—\$6 1/2.

Punjum Mining Co., Ltd., pref. shares.—\$1.85.

Jelebu Mining & Trading Co., Ltd.—\$2.25.

Raub Australian Gold Min. Co., Ltd.—\$26.25.

Royd & Co., Ltd., Founders.—Nominal.

Boyd & Co., Limited.—Tls. 210.00.

S. C. Farnham & Co.—Tls. 183.00.

Hongkong and Whampoa Dock Co., Ltd.—\$429 1/2.

Shanghai & Hongkew Wharf Co.—Tls. 127.00.

Hongkong and Kowloon Wharf and Godown

Company, Limited.—\$67 1/2.

Shanghai Land Investment Co., Ltd. (fully paid)

—Tls. 86.00.

Hongkong Land Invest. & A. Co., Ltd.—\$77 1/2.

Kowloon Land & Building Co., Ltd.—\$19.

Humphreys Estate and Finance Co., Ltd.—\$10.

Shanghai Gas Co.—Tls. 225.00.

Major Brothers, Limited.—Tls. 42.50.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 115.00.

International Cotton Man. Co., Ltd.—Tls. 118.00.

Laou-kung-mow Cotton Spinning and Weaving

Co., Ltd.—Tls. 118.00.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 600.00.

Shanghai Ice Company.—Tls. 125.00.

Shanghai Tugboat Co., Ltd.—Tls. 215.00.

Taku Tug & Lighter Co., Ltd.—Tls. 115.00.

Shanghai Cargo Boat Co.—Tls. 190.00.

Co-operative Cargo Boat Co.—Tls. 175.00.

Shanghai Waterworks Co., Ltd.—Tls. 310.00.

Shanghai Sumatra Tobacco Co.—Tls. 105.50.

Shanghai Langkat Tobacco Co., Ltd.—Tls. 560.00.

Shanghai Horse Bazaar Co., Ltd.—Tls. 76.00.

J. Llewellyn & Co., Limited.—\$75.00.

Hall & Holtz, Ltd.—\$41.50.

A. S. Watson Co., Limited.—\$12.50.

Bell's Asbestos Eastern Agency, Ltd.—\$9.00.

Hongkong Electric Co., Ltd.—\$8.00.

TONNAGE.

HONGKONG, 28th July.—Freights continue dull and depressed with a general drop all round.

From Saigon to Hongkong there is no demand; one fixture is reported at the equivalent of 9 cents per picul on rice, her cargo consisting of rice flour and broken rice. To Sourabaya the rate has dropped to 19 cents with no enquiry for further tonnage. To Singapore, 12 cents is the nominal quotation.

From Newchwang to Canton there is no enquiry for present loading; for loading 2/3 weeks hence 18 cents per picul might be had.

Coal freights have further weakened. From Moji to Hongkong, \$1.10, to Singapore \$2 per ton. From Mororan to Hongkong \$1.80, to Singapore \$2.50 per ton.

There is no demand for sailing tonnage to load hence for New York; the rate is nominally 10s. per ton of 40 cubic feet.

There are four vessels disengaged in port, registering 5,330 tons.

The following are the settlements:—

Serrano—American barque, 613 tons, Rajang to Hongkong, \$5,500 in full.

Protonis—British steamer, 1,541 tons, hence to Bourbon and back, \$5,700 per month.

Martha—German steamer, 1,560 tons, Saigon to Singapore, 12 cents per picul.

Brunhilde—German steamer, 977 tons, Saigon to Singapore, 13 cents per picul.

Petrarch—German steamer, 1,231 tons, Saigon to one port North Coast Java, 20 cents per picul.

Martha—German steamer, 1,560 tons, Saigon to one port 18 1/2 cents; if two ports North Coast Java, 19 1/2 cents per picul.

Tai Cheong—German steamer, 939 tons, Saigon to Hongkong, 9 cents per picul.

Falkenberg—German steamer, 1,175 tons, Java to Hongkong, 17 cents per picul.

Germania—German steamer, 1,775 tons, Singapore to Shanghai, \$14,000; if to Hongkong, \$9,500 in full.

Albingia—German steamer, 1,339 tons, Takao and Taiwan to Yokohama, \$3,000 in full.

Glenturret—British steamer, 3,026 tons, Mororan to Singapore, private terms.

Glenshiel—British steamer, 2,204 tons, Moji to Singapore, \$2 per ton.

Frogner—Norwegian steamer, 846 tons, Moji to Hongkong, \$1.10 per ton.

Tordenskjold—Norwegian steamer, 904 tons, Mantung to Singapore (salt) 14 cents per picul; thence to Shanghai (timber) \$7,250 in full.

Actis—Danish steamer, 433 tons, Hongkong to Hongkong, 2 trips, \$1.50 per ton.

Independent—German steamer, 1,003 tons, monthly, 3/1 months, \$3,500 per month.

Framnes—Norwegian steamer, 958 tons, monthly, 3 months, \$4,500 per month.

Decima—German steamer, 1,157 tons, monthly, 2 months (re-charter), \$4,350 per month.

VESSELS ON THE BERTH.

For LONDON.—Malacca (str.), Priam (str.), Benlarig (str.), Glengarry (str.), Chingwo (str.).

For SAN FRANCISCO.—Heathbank, Gaelic (str.), City of Rio de Janeiro (str.).

For BREMEN.—Bayern (str.).

For VANCOUVER.—Empress of China (str.).

For NEW YORK.—Fortuna (str.), Landseer, Frey (str.), Ghazee (str.), Benalder (str.).

For MARSEILLES.—Melbourne (str.).

For SOUTH AFRICA.—Congella (str.).

For AUSTRIA.—Yamashiro Maru (str.).

For PORTLAND.—Monmouthshire (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

July—ARRIVALS.

- 21, Ask, Danish str., from Haiphong.
- 21, Ceylon, British str., from London.
- 21, Hongkong, French str., from Haiphong.
- 21, Pathan, British str., from Tacoma.
- 21, Yamashiro Maru, Jap. str., from Nagasaki.
- 21, Spinaway, British sch., from Freemantle.
- 21, Canton, British str., from Iloilo.
- 21, Choysang, British str., from Shanghai.
- 21, Lyeemoon, German str., from Shanghai.
- 21, Taksang, British str., from Newchwang.
- 21, P. C. C. Klao, British str., from Bangkok.
- 22, Kwanglee, Chinese str., from Shanghai.
- 22, Peiyang, German str., from Canton.
- 22, Cromarty, British str., from Singapore.
- 22, Terrier, British str., from Moji.
- 22, Oscarshel, Norwegian str., from Amoy.
- 22, Canton, British str., from Yokohama.
- 22, Kaisow, British str., from Shanghai.
- 22, Independent, Ger. str., from Newchwang.
- 23, Rio, German str., from Singapore.
- 23, Daphne, German str., from Nagasaki.
- 23, Ningchow, British str., from Liverpool.
- 23, Peshawur, British str., from Bombay.
- 23, Pongola, British str., from Foochow.
- 23, Zafiro, British str., from Manila.
- 23, Chowtai, British str., from Bangkok.
- 23, Liv, Norwegian str., from New York.
- 23, Brunhilde, German str., from Moji.
- 23, Framnes, Norwegian str., from Hongkong.
- 24, Kaiser-i-Hind, British str., from Bombay.
- 24, Lyeemoon, German str., from Canton.
- 24, Choysang, British str., from Canton.

24, Haimun, British str., from Tamsui.
 24, Wongkoi, British str., from Bangkok.
 24, Hakata Maru, Japanese str., from Kobe.
 25, Argyll, British str., from Amoy.
 25, Australian, British str., from Kobe.
 25, Namoa, British str., from Coast Ports.
 25, Phra Nang, British str., from Bangkok.
 25, Wuotan, German str., from Saigon.
 25, Krim, Norwegian str., from Canton.
 25, Kwanglee, Chinese str., from Canton.
 25, Kwongsang, British str., from Canton.
 25, Sendai Maru, Jap. str., from Amoy.
 25, Suisang, British str., from Calcutta.
 25, Wakasa Maru, Jap. str., from London.
 26, Bushmills, British str., from Riga.
 26, Kweiyang, British str., from Chefoo.
 26, Chingtu, British str., from Sydney.
 26, Frejr, Danish str., from Haiphong.
 26, Hiroshima Maru, Jap. str., from Bombay.
 27, City of Rio de Janeiro, Amr. str., from San Francisco.
 27, Bayern, German str., from Bremen.
 27, Chiyuen, Chinese str., from Shanghai.
 27, Pingsuey, British str., from Liverpool.
 27, Mirzapore, British str., from Shanghai.
 27, Independent, German str., from Canton.
 27, Hailoong, British str., from Tamsui.
 27, Ancona, British str., from Yokohama.
 27, Bisagno, Italian str., from Bombay.
 27, Hanoi, French str., from Haiphong.
 27, Nanshan, British str., from Swatow.
 27, Mathilde, German str., from Haiphong.
 27, Monmouthshire, Brit. str., from Portland.
 28, Woosung, British str., from Wuhu.
 28, Tailee, German str., from Nagasaki.
 28, Cluden, British str., from San Francisco.
 28, Dante, German str., from Mantung.
 28, Framnes, Norwegian str., from Canton.
 28, Hailan, French str., from Haiphong.
 28, Orestes, British str., from Shanghai.
 28, Della, German str., from Amoy.
 28, Loosok, British str., from Bangkok.
 28, Sabine Rickmers, German str., from Amoy.
 July—
 DEPARTURES.
 21, Empress of Japan, Brit. str., for V'couver.
 21, Irene, German str., for Yokohama.
 21, Oceanien, French str., for Europe.
 21, Progress, German str., for Tournon.
 21, Trocas, British str., for Singapore.
 21, Martha, German str., for Saigon.
 22, Clara, German str., for Haiphong.
 22, Lyeemoon, German str., for Canton.
 22, Choysang, British str., for Canton.
 22, Triumph, German str., Hoihow.
 22, Ariake Maru, Jap. str., for Kutchinotzu.
 22, Benvenue, British str., for London.
 22, Changsha, British str., for Australia.
 22, Hansa, German str., for Iloilo.
 22, Kwanglee, Chinese str., for Canton.
 23, Glenogle, British str., for Shanghai.
 23, Thales, British str., for Swatow.
 23, Canton, British str., for London.
 23, Ceylon, British str., for Shanghai.
 23, Chunsang, British str., for Shanghai.
 23, Deike Rickmers, Ger. str., for Bangkok.
 23, Glenloch, British str., for Kobe.
 23, Haitan, British str., for Swatow.
 23, Hongkong, French str., for Haiphong.
 23, Independent, German str., for Canton.
 23, Kaisow, British str., for London.
 23, Nanshan, British str., for Swatow.
 23, Yamashiro Maru, Jap. str., for Australia.
 23, Yuensang, British str., for Manila.
 24, Taksang, British str., for Chefoo.
 24, Coptic, British str., for Shanghai.
 24, Catherine Apar, Brit. str., for Calcutta.
 24, Cromarty, British str., for Shanghai.
 24, Framnes, Norw. str., for Canton.
 24, Onsang, British str., for Java.
 24, Peiyang, German str., for Chinkiang.
 25, Albingia, German str., for Taiwanfoo.
 25, Chingping, Chinese str., for Chefoo.
 25, Deuterios, German str., for Saigon.
 25, Ingraban, German str., for Yokohama.
 25, Kaiser-i-Hind, British str., for Shanghai.
 25, Ningchow, British str., for Shanghai.
 25, Pongola, British str., for Durban.
 26, Liv, Norwegian str., for Shanghai.
 26, Queen Elizabeth, British sh., for Tacoma.
 26, Ask, Danish str., for Haiphong.
 26, Choyang, British str., for Swatow.
 26, Lyeemoon, German str., for Shanghai.
 27, Bushmills, British str., for Kutchinotzu.
 27, Wakasa Maru, Jap. str., for Kobe.
 27, Kweiyang, British str., for Canton.
 27, Kachidate Maru, Jap. str., for Kobe.
 27, Argyll, British str., for New York.

27, Brindisi, British str., for London.
 27, Chiyuen, Chinese str., for Canton.
 27, Haimun, British str., for Swatow.
 27, Hakata Maru, Jap. str., for Colombo.
 27, Holstein, German str., for Nagasaki.
 27, Kwongsang, British str., for Swatow.
 27, P. C. C. Klao, British str., for Bangkok.
 27, Rio, German str., for Saigon.
 28, Kwanglee, Chinese str., for Shanghai.
 28, Elax, British str., for Saigon.
 28, Bayern, German str., for Shanghai.
 28, Brunhilde, German str., for Saigon.
 28, Chowtai, British str., for Bangkok.
 28, Columbia, British str., for Tacoma.
 28, Daphne, German str., for Shanghai.
 28, Framnes, Norw. str., for Port Wallut.
 28, Frejr, Danish str., for Haiphong.
 28, Hohenzollern, German str., for Y'hama.
 28, Nanshan, British str., for Singapore.
 28, Peshawur, British str., for Bombay.
 28, Pingsuey, British str., for Shanghai.
 28, Propontis, British str., for Reunion.
 28, Woosung, British str., for Canton.
 28, Zafiro, British str., for Manila.

PASSENGER LIST.

ARRIVED.

Per *Glenogle*, str., from London, &c.—Mr. and Mrs. Housser. European maid and two children, and Mrs. Courtney and child.

Per *Haitan*, str., from Swatow—Mr. J. A. Harvey.

Per *Oceanien*, str., for Hongkong from Shanghai—Mrs. Leonard Thomson, Messrs. D. Creten, E. Buffet, E. Chargebauf, C. Bouillon, Y. Ono, S. H. Yessopé, and Yagi. From Yokohama—Mr. E. Chosseler. From Kobe—Mrs. Yamamoto and Mr. Tokahashi. For Saigon from Shanghai—Messrs. Raymond and Philippart. From Yokohama—Mr. and Mrs. de Montfort, Mr. Kloss. For Singapore from Shanghai—Mr. Lee Seek Long, Mrs. Woodford and infant. From Yokohama—Messrs. Ymanya, Joosub Mohamed, and Shibuya. For Bombay from Yokohama—Mr. E. Jamal. From Kobe—Messrs. Biramji and Joosul Ahmed. For Marseilles from Shanghai—Messrs. A. M. Raoul, P. Feer, A. R. Donnelly, S. Gumpell, P. Mungall, J. Handelsmann, and Kyken. From Yokohama—Messrs. E. Freyvogel, Woog, F. Linden, Fitz Gerald, and R. Dubuffet.

Per *Yamashiro Maru*, str., from Nagasaki—Mr. A. Campbell.

Per *Pathan*, str., from Tacoma—Capt. Crawford and Mr. D. Reid.

Per *Ceylon*, str., for Hongkong from London—Mr. A. Bryer. From Singapore—Mr. Sin Poon Gean.

Per *Choysang*, str., from Shanghai, &c.—Mr. A. H. Pollard.

Per *Lyeemoon*, str., from Shanghai—Messrs. R. Becker, A. Jones, Tsung Sun Chow, Li Sen Jou, and Chun Chi Wun.

Per *Canton*, str., from Yokohama—Misses Vincent, Mrs. Wail, and Mr. Sharp.

Per *Zafiro*, str., from Manila—Mrs. M. S. Barredo and 2 children, Messrs. H. W. Kennett, J. Selles, F. G. Patinio, and J. Rivera.

Per *Kaiser-i-Hind*, str., for Hongkong, from London—Mr. Master and Mrs. Crombie and child and Mr. Oram. From Bombay—Mr. J. H. Mody. From Colombo—Mr. and Mrs. Duff, Miss Douglas and Mr. Green. From Singapore—Mrs. H. Clegg, Mr. A. F. Gault, Miss Ev. N. Gault and Mr. D. Chester. For Yokohama from Bombay—Mr. N. S. Glazebrook.

Per *Haimun*, steamer, from Coast Ports.—Messrs. Robertson, and Smith, and 106 Chinese.

Per *Phra Nang*, str., from Bangkok—Mdme. Zilz, Middle. O. and Middle. F. Zilz and 4 children, Mr. Reichel.

Per *Chingtu*, str., from Australia—Mrs. Marcus and child, Messrs. Dalton, Mack, Kenny, Silva, and Sanertier.

Per *City of Rio de Janeiro*, str., from San Francisco, &c.—Messrs. H. A. Heydt, H. B. Kendrick, T. A. J. Noorbhai, T. Miwa and J. B. Malon.

Per *Bayern*, str., from Bremen, &c.—Vice-Consul Heinze, Mr. S. Cope, Rev. I. Rossi, Professor and Mrs. Bahlson, Capt. and Mrs. W. Schneider, Miss Schneider, Capt. and Mrs. Jertrum, Messrs. G. Klocke, Jens Hansen Lazarus and B. Dieckmann, and 200 Chinese.

Per *Mirzapore*, str., from Shanghai.—Messrs. N. Slater, Van Laer and Webster, and Miss Davidson.

Per *Hanoi*, str., from Haiphong—Madame Charles, Messieurs Bouguet and Handel.

Per *Ancona*, str., from Yokohama—Lieuts. C. Ryall, C. B. Pew, Cruickshank, Pellew, and Carter, Messrs. S. Spurgeon, R. Isaacs, G. R. Stevens, Tang Tsu Lun, O. de Glanville, H. L. Carnegie, M. Kikuchi, K. Kishi, S. Hagiwara, and L. M. Sogolowitch.

DEPARTED.

Per *Oceanien*, str., from Hongkong for Saigon—Mr. S. Takahashi. For Singapore—Messrs. A. M. Archibald and H. Merecki. For Batavia—Mr. and Mrs. Barber. For Marseilles—Mr. H. Hellier. From Shanghai for Saigon—Mr. Raymond and Mr. Philippart. For Singapore—Mr. Lee Seek Long, Mrs. Woodford and infant. For Marseilles—Messrs. A. M. Raoul, P. Feer, A. R. Donnelly, S. Gumpell, P. Mungall, J. Handelsmann, and Kyken. From Yokohama for Saigon—Mr. and Mrs. de Montfort, Mr. Kloss. For Singapore—Messrs. Ymanya, Joosub Mohamed, and Shibuya. For Bombay—Mr. E. Jamal. For Marseilles—Messrs. E. Freyvogel, Woog, F. Linden, Fitz Gerald, and Dubuffet. From Kobe for Bombay—Messrs. Biramji and Joosul Ahmed.

Per *Empress of Japan*, str., for Amoy—Messrs. Herbert Smith and H. W. Robertson. For Shanghai—Messrs. Chu Wo Hing, Pan Ghee Ching, Wan Chong Gan, Wan Sook Luk, Ng Pak To, Soon Pak Sin, Chung Suy Fu, Chun Tai Chie, Tsung Chung Tong, Loong Pak Luen, Kwong Shui Shun, and Mrs. Kong Ng Si. For Nagasaki—Misses Baker and Finney. Messrs. G. Koch, H. Frachtberg, Ho Yut Lam, and Ma Ta Fong. For Kobe—Capt. Crawford, R.A., Lieut.-Col. and Mrs. Turnbull, Capt. Barry Drew, Misses Mast (2), Mrs. Y. O. Hisa, and Mr. A. N. Abdula. For Yokohama—Mr. and Mrs. Mancell, Mr. Cheng Chung. For Boston—Mrs. Lee Quan, Miss Gen Fong. For London—Mr. and Mrs. Joe Lee, Messrs. B. G. Greig, A. Babington, and G. Hope Johnstone. For Paris—Mr. L. Chapron. From Yokohama for London—Surgeon-Capt. and Mrs. Edey, Messrs. Hy. Beel and Hy. Neville.

Per *Sachsen*, str., from Hongkong for Genoa—Messrs. F. Hohnke and H. Grosser, Capt. P. Duhme, Rev. Altimira. For Southampton—Miss Foster, Messrs. J. R. Norman and R. Wilson. For Bremen—Messrs. Martens and J. Peeper, and Capt. Laage. For Bremerhaven—Messrs. Matthiesen, Seigmund, Bentel, Allers, and Husten. For Port Said—Mr. Specter and family. For Singapore—Mr. H. Volkers. From Shanghai for Bremen—Messrs. O. Pederson, Huber, M. Pederson, J. Duall, Zitrewitz, W. Grundmann, and Capt. B. Rafen. For Southampton—Mr. M. E. Paine. For Genoa—Messrs. O. Aschbrenner and J. Faust. From Yokohama for Southampton—Mr. J. Brown. From Hyogo for Bremen—Mr. Mendbank. From Nagasaki for Singapore—Mr. Hanakiki. From Japan for Genoa—Miss Barrett, Miss Rogers, Prof. Dr. Koch, Mr. J. Leimfelder, Dr. M. Niida, Dr. Orodzuka. For Southampton—Capt. Whale, and Mr. Jas. Logan.

Per *Esmeralda*, str., for Manila—Messrs. A. M. Barretto, Guillermo Brockman, G. Mudge, L. M. H. Ozorio, Mrs. Dolores M. de Barretto, Mr. Antonio M. Luna, Mr. Gregorio Fernandes.

Per *Yuensang*, str., for Manila—Mr. and Mrs. Lichanco and 2 children, Mr. Clementi and son.

Per *Thales*, str., for Amoy—Mr. H. Goodrich. For Taiwanfoo—Master Benning, and Mr. Hastings.

Per *Haitan*, str., for Foochow—Master Begley and Mr. Denison.

Per *Coptic*, str., from Hongkong for Nagasaki—Mrs. Imazato, Miss Imazato and Mr. Kunoto. For Kobe—Mr. J. Selles. For Yokohama—Capt. and Mrs. Long, infant, and European Maid and Mr. H. E. Pollock. For Honolulu—Hon. J. W. Brown, and Hon. E. Sang. For San Francisco—Messrs. D. Schwarting and E. Grette.

Per *Kaiser-i-Hind*, str., for Shanghai—Mr. Van Aalst, Mr. and Mrs. P. F. Hausser and 2 children, Mr. H. E. King.

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